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Library, Supreme Court.

# The Hongkong Telegraph.

FOUNDED 1861 NO 23,116 六拜禮 號七月二英港香 SATURDAY, FEBRUARY 7, 1931. 日十二月二十 50 PER ANNUM SINGLE COPY 10 CENTS



LOCAL BRANCH. Pedder Bldg.

**EX-M.P. & WIFE  
CHARGED WITH  
RAILWAY FRAUD.**

**RESIGNATION NOW  
EXPLAINED.**

**WIFE TRAVELS TO WALES  
WITH M.P. TICKET.**

**SORRY POSITION.**

London, Feb. 6.

The resignation of Mr. T. I. Mardy Jones, the Labour M.P. for the Pontypridd Division of Glamorgan, was explained in a sensational manner this morning when the ex-M.P. and his wife appeared in the dock at Marylebone Police Court.

It is revealed that Mr. Mardy Jones was yesterday granted a Parliamentary sinecure (the stewardship of the Manor at Northsetted) as a means of retiring gracefully from the House of Commons. It is evident now, of course, that Mr. Mardy Jones was, to all intents and purposes, to resign.

The charge against Mr. and Mrs. Mardy Jones concerned the privileges granted to Members of Parliament on British railways, and was one of abusing Parliamentary railway vouchers.

Plend Guilty.

Both pleaded guilty. It was revealed in evidence that Mrs. Mardy Jones, in December last, used tickets issued to her husband in November in exchange for free travel vouchers supplied to members of the House of Commons visiting their constituencies.

Though it was Mrs. Mardy Jones who travelled illegally, her husband was the more culpable.

Defence Plea.

It was urged by the defence in mitigation that the Government was pressed at the time of the incident. Mr. Mardy Jones needed an important document at Pontypridd, but he was unable to find, and sent his wife the tickets to enable her to secure the needed documents.

Counsel said that both Mr. and Mrs. Mardy Jones had borne exemplary characters. They won the Dunmow Flitch in 1924, a prize awarded to married couples who pass through an entire year without a single quarrel or a cross word.

Both Fined.

Mr. Mardy Jones was fined £4 and his wife, £2.

The Magistrate expressed disgust at Mr. Mardy-Jones's conduct and learning that he had only his Parliamentary salary ordered him to pay thirty guineas costs.

The principal defendant had been M.P. for Pontypridd since 1922 when he won the seat at a bye-election. He started work as a pit-boy at the age of twelve, and subsequently became political agent to the Miners' Federation at Pontypridd. His majority at the constituency increased from 2,998 in 1922, to 3,876 in 1924, and 6,414 in 1929.

Educated at Oxford.

He is the author of several books on local government work and rating reforms, and is a keen tennis player. Late in life he was educated at Ruskin College, Oxford. His wife was formerly Miss Margaret Mordecai of Cowbridge.—Reuter.

**EARLDOM FOR THE  
VICEROY-ELECT.**

**FURTHER HONOUR FOR LORD  
WILLINGDON.**

London, Feb. 6.

His Majesty the King has approved that an Earldom of the United Kingdom be conferred upon Viscount Willingdon, G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., the Viceroy-Elect of India.

He was Liberal M.P. for the Bodmin Division of Cornwall as Mr. Freeman-Thomas until 1910, when he was raised to the peerage. A Viscountcy was conferred upon him in 1924.—Reuter.

**OMINOUS SILENCE OF U.S. AIRMAN.**



Mr. Brophy is second from the left.

**BROPHY MISSING.**

**FORTY-EIGHT HOURS &  
NO WORD.**

**FEAR FOR SAFETY.**

For the second time, after taking-off from Shanghai on a flight to Manila via Canton, Mr. G. W. Brophy, of the L. E. Gale Company, is missing and, in view of the fact that nothing has been heard of him since he left Foochow at a quarter past nine on Thursday morning, very grave fears are being entertained for his safety.

He has been missing for over 48 hours and no information of any kind concerning him has been received.

There can be no doubt that the airman has descended or crashed somewhere along the coast and as one can, in the absence of news, only surmise what might have happened, bad weather immediately comes to mind.

It is also important to note that, so far as is known, Mr. Brophy was using a metal propeller which was bent in making a forced landing on a sandy beach near Foochow, and which was straightened for the continuation of the flight.

One time it appeared that the propeller could not be repaired satisfactorily but, close on the heels of this decision, came news that unexpected success had been achieved and that Mr. Brophy had decided to continue the flight.

The propeller is one of the most delicate and accurately made parts of an aeroplane, so much so that if a wooden propeller comes into contact with a bird when in flight, the chances are that the contact would be sufficient to smash it.

There is no information available in Hongkong as to what steps are being taken to locate the missing aviator, who was engaged on "blazing a trail" prior to the opening of a commercial air line between Shanghai and Manila, but it is expected that a search is now being made.

**A 3,500 MILES  
FLIGHT.**

**AIR FORCE MACHINES OF  
TO BASRA.**

London, Feb. 6. Three Royal Air Force Rangoon flying boats left Felixstowe to-day on the first stage of a 3,500 miles flight to Basra in Iraq, where they will relieve three Southampton flying boats attached to Squadron 203.

Each of the Rangoons is fitted with three Bristol Jupiter engines and the reliance placed upon them is such that a route involving large stretches of overland flying will be followed.

The longest land stretch is from Alexandretta, to Bagdad, where the flying boats will alight on the Tigris.—British Wireless.

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**RUSSIA DOMINATES  
WHEAT MARKET.**

**UNITED STATES UNABLE  
TO COMPETE.**

Washington, Feb. 6. Mr. Leggo, the Chairman of the Federal Farm Board, expresses the opinion that the Soviet is ad-

**EUGENE CHEN IN  
SHANGHAI.**

**MAY GET POSITION AT  
FOREIGN OFFICE.**

**REFUSES TO TALK.**

Shanghai, Feb. 6. The unexpected arrival here of Mr. Eugene Chen, ex-Nationalist Minister of Foreign Affairs at Canton and Hankow, has aroused considerable attention in foreign and Chinese circles. It is understood that Mr. Chen is leaving for Nanking shortly.

Reports that the Nanking Government will soon assign an important mission at the Ministry of Foreign Affairs to Mr. Chen have not yet been confirmed in official circles.

Mr. Chen refused to express any opinions on current politics in China when he was besieged at his residence by newspaper correspondents.

Since his severance with Chinese politics in September, 1927, Mr. Chen has resided in Europe, despite the fact that he was appointed by Nanking in 1928 and 1929 to serve as a member of

**DOLLAR DOWN TO  
ELEVENPENCE.**

New Low Record Reached  
To-day.

A new low record for the Hongkong dollar was established this morning, when the opening quotation was 11d. This drop of an eighth of a penny reflects a further fall in the price of silver, which has also reached a new low level.

The previous low record for the dollar was 11½d, recorded on January 9th and 10th last.

**ESTIMATING THE DEATH ROLL.**

The official death roll at Hastings is given as between 120 and 130.

This will be exceeded at Napier, where 59, including ten unidentified persons, have already been buried.

The first remark of a boy rescued from the ruins of the technical school, after burial in the debris for two days, was "Give us a drink!" Then without further ado he set out to relieve his parents' anxiety.—Reuter and British Wireless.

vancing towards a dominating position in the world wheat market.

He says the American farmer is unable to compete in the world market with Russian, Argentine or Australian wheat.

Mr. McElveen, a member of the Board, and unquestionably Russia, with her unlimited virgin land, will be able to produce great quantities of wheat cheaply for many years.—Reuter's American Service.

**QUAKE DISASTER.**

**REASSURING CABLE  
TO LONDON.**

**RELIEF PROGRESS.**

London, Feb. 6. "Although news from the earthquake stricken area continues to be of the gravest character," says the New Zealand Government in a telegram to-day to the High Commissioner in London, Sir Thomas Wilford, "order has been restored, proper organisation has been established and the relief arrangements are working splendidly at both Hastings and Napier."

Sailors from the warships are patrolling the streets of Hastings and Napier, and Government Ministers and departmental experts are in charge of sanitation, the demolition of buildings and other necessary services.

A plentiful supply of food is concentrated at the depot and is issued free. Temporary accommodation has been arranged. Traffic is controlled on the roads leading to the affected area to prevent the hampering of relief work.

**Medical Needs Satisfied.**

All medical assistance necessary has been rendered promptly, and now the majority of the casualties have been removed to places outside the affected area.

In addition, many women, children and elderly people have been evacuated from Napier, where there was a breakdown in the water and sewerage systems.

At Hastings, water and drainage are normal. A train service was re-established as far as Hastings yesterday, and it is expected to be through the remaining twelve miles to Napier to-day. The number of deaths so far known is approximately 150, but it is expected that some bodies have yet to be recovered from the debris. The injured number twelve hundred.

**Long Experience.**

The achievement is regarded as demonstrating not only the high quality of the craftsmanship used in constructing the car, but the soundness of the design based on a long series of experiments with wind resistance.

Captain Campbell describes his sensations when hurtling through space at 360 feet a second as falling, only falling upward!

**An Adventurous Career.**

Capt. Campbell, who has had an adventurous career, began motor-racing in 1905, and in those early days also constructed successful aeroplanes. He served in the Air Force during the war. He spent a fortune in peace-time on record-breaking attempts, and previously held the world's land record in 1928. Sir Henry Seagrave's record of 231 miles an hour, established in the Irving special "Golden Arrow," exceeded the previous maximum land speed by 24 miles an hour, and an effort made in the Irving for two years failed to beat it.

Britons now hold all the world speed records for land, sea and air. The world's air record of 367 miles an hour was established by Squadron Leader Orlebar, and the water speed official record of 90 miles an hour was set up by Sir Henry Seagrave in his speed boat Miss England II last year.

Other records held by Britain include the motor-cycle, 160.74 miles an hour, held by J. Wright; and the outboard boat speed of 61.50, set up last autumn by Charles Harrison.—Reuter and British Wireless.

**PRINCESS BEATRICE  
OUT OF DANGER.**

New York, Feb. 6. The unemployed in the United States are "conservatively estimated" at 7,000,000 by Miss Perkins, the New York State Industrial Commissioner.

The estimate is based on the same statistics as the Hoover Employment Committee's estimate of between 4,000,000 and 5,000,000.

Miss Perkins accuses the Government of "soft pedalling" the situation since the beginning of the crisis.—Reuter's American Service.

**BABY AUSTIN  
CREATES  
WORLD'S RECORD.**

**CAPT. CAMPBELL'S  
ACHIEVEMENT.**

**AVERAGES 93.926 M.P.H. AT  
DAYTONA BEACH.**

**BOAST JUSTIFIED.**

New York, Feb. 6. Captain Malcolm Campbell set a new world's record to-day, refusing to accept the defeat recorded yesterday when he sought to demonstrate that British cars—giants or midgets—are the giants in the world.

Driving a "Baby" Austin, Campbell made a new record for 45 cubic centimetre cars, reaching a speed of 94.061 miles an hour.

That was his first run. His second in the other direction was clocked at 93.926 miles an hour, only a fractional difference.

Average of Nearly 94.

This was the average speed for a kilometre laid out within the measured mile. His average speed, which is officially accepted for the world record in its class is 93.926 miles an hour.

Captain Campbell, who yesterday drove his wonderful "Bluebird" car at 245.733 miles, afterwards stated that the weather was against him and that he felt certain of ability to beat his own figures.

No Further Tests.

He announced to-day however, that he will make no further speed tests at Daytona.

If the new record is subsequently surpassed, Captain Campbell will hold the Bluebird in readiness to regain his title.

Among motoring and engineering experts, the skill and courage of the driver are enthusiastically praised.

Those familiar with the tests which the Blue-Blrd underwent before leaving England are convinced that the car is capable if necessary, of even higher speed.

**Long Experience.**

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## THE CENSUS.

## HISTORICAL REVIEW OF ITS DEVELOPMENT.

The taking of a Census in Hongkong was in the early days of the Colony closely connected with the vexed question of the registration of the inhabitants.

Previous to the British occupation of Hongkong, the population of it probably never exceeded at any one time a total 2,000 people whether ashore or afloat, but additional numbers were soon attracted to the new Colony by the high wages then obtainable. Many of these new-comers were worthy labourers and artisans but they also included a considerable number of "the scum of the population of the neighbouring mainland."

The Gazette of the 15th May, 1841 published, according to Eltel, the first figures of the population of Hongkong. No mention is made of non-Chinese but the Chinese residents are given as numbering 6,650 composed of 2,560 villagers and fishermen, 800 Chinese living in the Bazaar, 2,000 in craft of various kinds in the harbour and 300 "labourers from Kowloon." The population of Kowloon Point, which was not included in these figures, was stated to be 800 Chinese.

By March 1842 the population was estimated to have grown to over 15,000 people of which 12,360 were Chinese. Though little business was being done in the new Colony the Chinese population continued to increase and reached in April 1844 a total of 19,000 which now included a sprinkling of some 1,000 women and children.

## Life Insecure.

Life was, however, insecure in the young Colony and the Government decided that some means must be devised for regulating the Chinese population and checking the influx into Hongkong of undesirable elements from the neighbouring mainland. The Government also desired to avoid any appearance of promoting class legislation so that a bill was passed by the Legislative Council to establish a registry of all the inhabitants of Hongkong without distinction of nationality or status.

Neither the European nor the Chinese mercantile community were apparently consulted in the matter and there was naturally great indignation. The British residents felt that their personal self-respect, their national honour and the liberty of the subject had been trampled underfoot: the Chinese made preparations to desert Hongkong en masse and some 3,000 actually left. The provisions of the Bill were speedily suspended and eventually an amended Registration Ordinance (No. 16 of 1844) was substituted for it. This Ordinance applied the principle of registration only to the lowest classes and exempted from registration all Civil, Military and Naval employees, all members of the learned professions, merchants, shopkeepers, householders, tenants of Crown property and persons having an income of \$500 a year. The Ordinance came into force on 1st January, 1845 and worked so smoothly that on December 31st, 1846 it was possible to modify it (No. 7 of 1846) so as to provide for a periodical census of the whole population.

## Fluctuation.

It is not clear, therefore, whether the figures given as the population of the Colony in these early days represent the results of a census enumeration taken on a fixed day or whether they are not an estimate based on the registration figures for the year together with a separate enumeration of the persons exempted from registration. Thus the population in 1847 is given as 23,872, and in 1848 as reduced to 21,614. In commenting on this, the Governor (Sir John Davis) attributed the decrease not to the alleged decay of local commerce but to a more careful registration "which, while giving a true account of the actual number, relieved the Colony from those who hung loose on it and only applied for registration tickets to make a bad use of them."

The Taiping Rebellion had by

this time broken out in China and Hongkong began to reap the harvest which has invariably fallen to its lot whenever the adjoining districts of Kwangtung province are in a disturbed state. A flood of emigration set in towards Hongkong (and Macao); some remained but many also passed on to the Straits Settlements, to California and to the West Indies. The population increased rapidly and Chinese capital, seeking a safe refuge from the clutches of the marauders, commenced to flow into the Colony for investment.

Even the proportion of males to females now commenced to improve as the disturbances drove whole families to seek refuge in Hongkong. In 1848 the population was about 21,500, in 1849 it rose to 29,600 and by the year 1853 it numbered 39,000. In 1848 one-fifth only were females but in 1853 the proportion had increased to one-third.

The disturbances continued for some time and the population increased rapidly. Referring to the year 1856 the Governor reported an increase in the responsibility of the Chinese population and stated that a better class of people had now commenced to settle in Hongkong.

Kowloon's Advent.

In 1858 the population had increased to 75,603, in 1860 it was about 95,000 and the cession of Kowloon in 1861 brought the population up to 119,321.

After that year, however, the population increased more slowly and in 1871 it stood at 124,198. Government Notification No. 68 of the 5th May, 1871 gives the Census Returns of the Population of the Colony for 1870-71 and the date given as the date of the enumeration is 2nd April, 1871. It seems probable, however, that these figures represent something of yearly average.

A further census was taken "on the night of the 1st December" 1872, again on the night of the 4th December, 1876, and then we come to the regular censuses taken in 1881, 1891, 1901, 1911, and 1921 with intermediate and partial censuses taken for special purposes in 1897 and in 1906.

The Report for the years 1870-71 is the first printed Census Report that the writer has been able to discover.

Many comments could be made on these returns; some are obviously estimates only; but they would perhaps be of little interest now. The 2,736 European and American "Fixed Residents" in the 1870-71 Return were composed of 869 British (624 men, 160 women, 102 Boys and 83 Girls), 1,367 Portuguese, 170 Germans, 133 Americans, 60 French and the remainder of 14 different nationalities. The total Europeans and Americans in the Colony at the time (i.e. including the Military and Naval Establishments and the Police) was 5,931, the total Indians etc. 2,823, the total Chinese 115,444, making a total for the Colony of 124,198.

The Report for the year 1876 remarks on an increase of the European and American Community of 247, "almost solely attributable to the number of Portuguese who have made Hongkong their residence since the partial destruction of Macao by typhoon and fire in 1874." It also mentions that "Yaumati in Kowloon has become a new Town within the last few months."

The 1881 Census seems from a perusal of the Report, and it has been taken by others commenting on Hongkong census, to have been the first "regular" census. It was taken on the night of the 3rd April, 1881, and disclosed a population, exclusive of Military, Naval, Merchant Marine, and Police of 162,868 persons. Including these, the total was 160,402.

The Report of the Census of 1891, taken on the 20th May, shows con-

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siderably greater detail on that occasion; the intermediate census of 1897 was a partial one only taken with the special object of discovering whether the population had been affected in any way by the sanitary measures occasioned by the plague of 1894; the census of 1901 included for the first time the New Territories which at that time had a population of 102,254 persons of whom 17,243 lived south of the Kowloon range of hills; the census of 1906 was also a partial one only and did not include the N. T. north of the hills. There does not seem to have been any particular reason for this census; the intention may have been the worthy one of having in future intercensal periods of 5 years only in place of ten; if that were so, the advent of the war no doubt suppressed the idea in 1916. The suggestion for a census in 1926 was considered but not proceeded with.

Going back, however, to 1911, we find that the census was then on a much more ambitious scale than was carried on in 1921 and the schedule for 1931 has again been obtained not only for Hongkong and Kowloon but also for the inhabitants of the New Territories.



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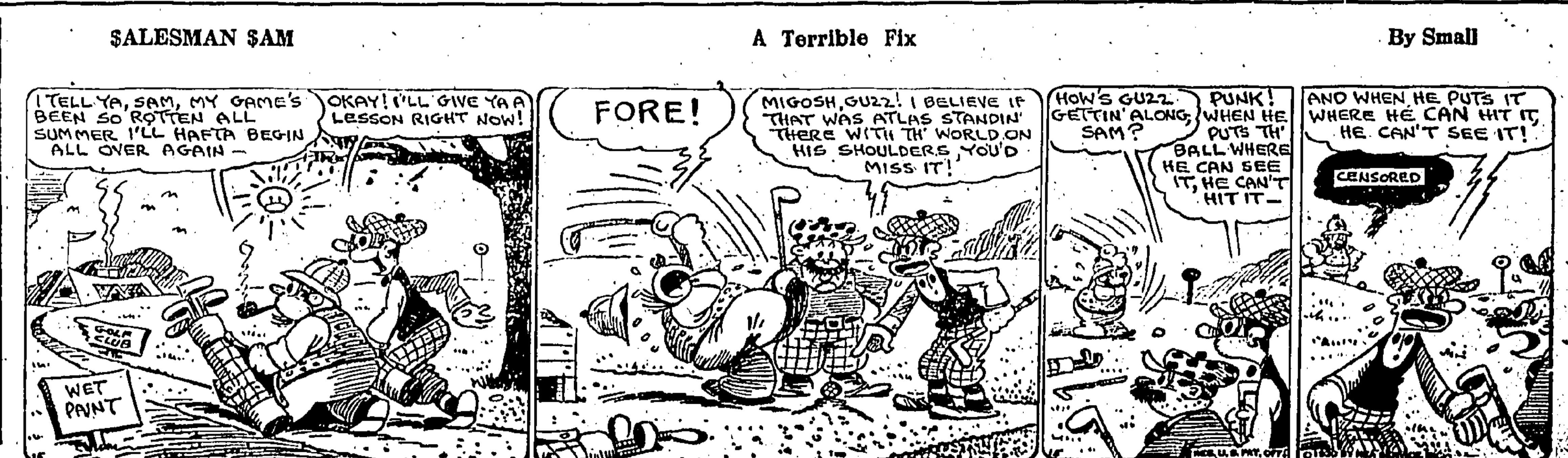
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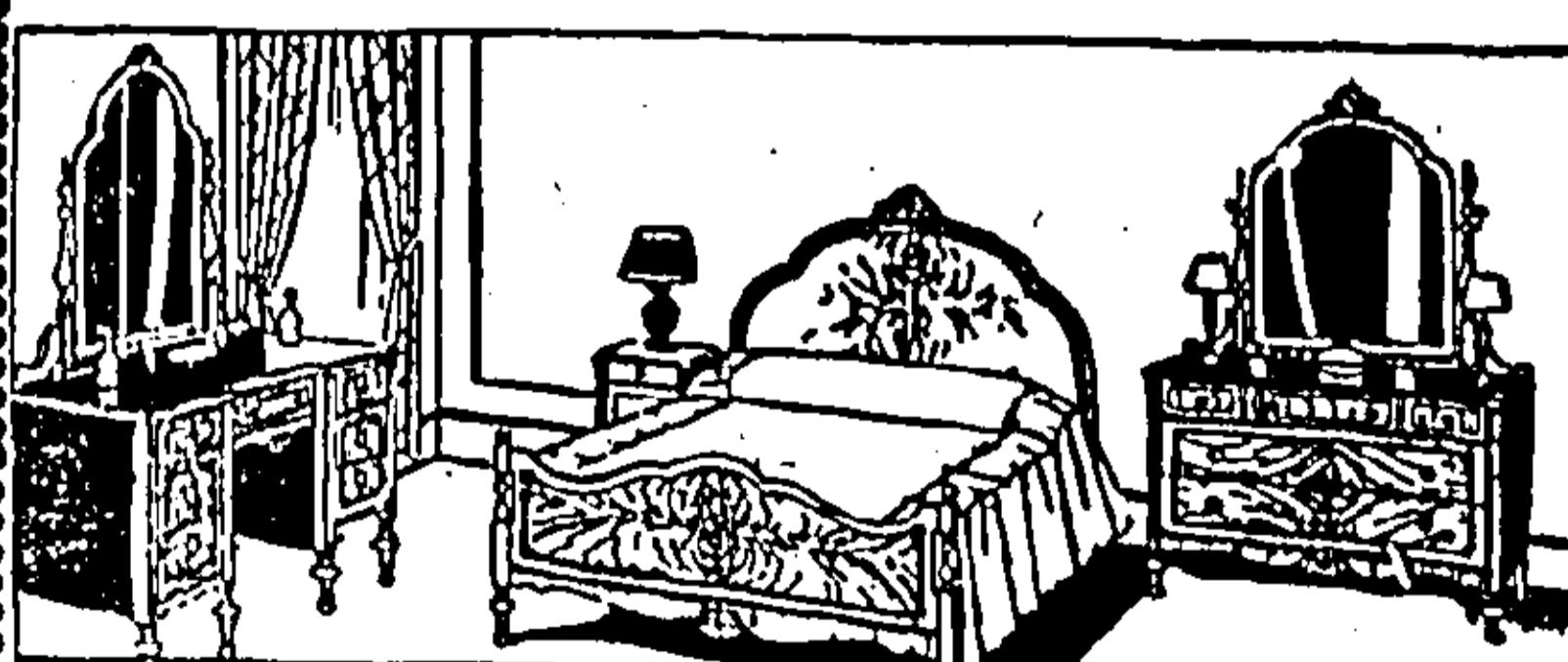
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## TRAFFIC SIGNALS.

## POLICE APPEAL TO LOCAL CHAMBERS.

The problem of putting up more electric traffic signs in the central district came up for discussion at yesterday's monthly meeting of the Chinese General Chamber of Commerce, presided over by Mr. Li Yick-mui.

The Secretary, Mr. Chan Heung-puk, informed the meeting that a letter had been received from the Inspector General of Police on the

The letter stated that a new traffic light has been put up as an experiment at the corner of Jackson Road and Des Vaux Road Central, which has resulted in considerable improvement in the handling of traffic at this particular point, as it does away with hand signals which are not satisfactory. But, owing to financial stringency, no additional lights have been approved in the Estimates for 1931, and it thus therefore occurred to the Police authorities that some public body, or a number of public bodies acting together, might be ready to present this signal to the community. The signal will cost £70, which at the present exchange rate, will be somewhere in the neighbourhood of \$1,400 or \$1,600. The signal is no doubt expensive but, it has proved its value in many parts of the world, and is visible from much further than any of the locally made and very much cheaper signals.

The letter enquired whether the Chinese General Chamber of Commerce would be prepared to contribute towards the cost of erecting this experimental signal, rather than that it should be sent to Shanghai or some other Port. The Secretary of the Chamber was asked to let the Police know whether the above proposal was likely to meet with approval and if so to what extent.

## Many Precedents.

The letter added that in this connexion it has been the practice in other cities, New York in particular, for public bodies to present such signals to the City, the most notable instance being the beautiful traffic lights in Fifth Avenue which were presented by the Fifth Avenue Association. Possibly various Associations in Hongkong would be ready to follow the example set by public bodies in other cities, concluded the letter. The Police have sent similar communications to the Secretary of the Hongkong General Chamber of Commerce and the Hon. Secretary of the Hongkong Automobile Association.

The Chairman, Mr. Li, informed those attending that the Chamber would be quite willing to assist the authorities by way of improving the means of communication in this Colony and would take the first opportunity of talking over the matter with the Secretary of the General Chamber of Commerce to see what action they would take. The question of opening a subscription by the Chinese Chamber would then be discussed by the Executive Committee.

## Other Business.

Letters from Chinese firms seeking the Chamber's advice on business disputes and letters from foreign firms for business connexions in this Colony were read out by the Secretary.

Mr. Li Yick-mui informed the meeting that his term of office as Chairman would terminate at the end of the current month, and he thanked all concerned for their guidance and support for the past two years he had been Chairman of the Chamber. The election of a new Chairman will take place in the course of the next few weeks.

## IRISH SOCIETY.

## ST. PATRICK'S ORGANISATION GOING AHEAD.

The Committee of St. Patrick's Society are beginning to see practical results of their labours. At their meeting held this week the Hon. Treasurer's report was very satisfactory. To date over \$2,900 had been received in subscriptions and donations, close on 100 members have sent in their subscriptions including a large number of life-members. Membership forms and subscriptions continue to come in daily and it is earnestly requested that those members who have not yet sent in their forms should do so as early as possible.

The Committee are determined to do their level best to make this Society and the forthcoming ball a great success, and they look to the members to co-operate with them by returning their forms and Ball invitations as soon as possible.

As was announced previously the Committee intended holding practice dances and arrangements have been made to hold the first practice in the Holens May Institute, on Thursday, 12th instant, at 8.15 p.m. Irishmen, Irish women and their guests are welcomed. Contributions.

## OBITUARY.

## INDIAN SWARAJIST LEADER.

Lucknow, Feb. 6. The death is announced of the Pandit Motilal Nehru.—Reuter. A Long Decline.

London, Feb. 6.

Motilal Nehru was sentenced at Allahabad on July 1 to six months' imprisonment on a charge of membership of an unlawful assembly. He was secretly released on September 8 on account of ill-health. He was then spitting blood and losing weight. He was unable to take over the presidency of the Congress Committee as he was compelled to rest.

He visited Calcutta to consult doctors, and returned to Allahabad, where Gandhi found him very ill. Gandhi accompanied him to Lucknow on February 4, where he had been ordered for treatment.—Reuter.

The Pandit Motilal Nehru, one of the Swarajist leaders, was born in the United Provinces in May, 1861. He adopted a legal career and became a leading lawyer with a very large practice, a wealthy man who lived up to his income and led a refined and almost luxurious life on European lines. Nehru was one of Gandhi's earliest converts to non-co-operation and almost the only prominent barrier to sacrifice a lucrative connexion for the national cause. It is said that his son Jawaharlal Nehru was the first to come under Gandhi's influence. When the son adopted the simple life, his conversion made a convert of his father in 1920.

Nehru, who was a member of the Indian Legislative Assembly and also of the United Provinces Legislative Council, was prominent in the Swarajist or Home Rule party. In 1919 he founded the *Independent* and in the same year presided over the Indian National Congress at Amritsar which, while condemning the excesses of the Punjab rioters in April, demanded the recall of the Viceroy and the impeachment of Sir M. O'Dwyer for his repressive measures, notably the Amritsar affair. Nehru's political agitation led to his being imprisoned for six months in 1921-2.

During the past ten years Nehru was one of the Nationalist leaders agitating against the British Government, and refused, with others to take part in the Indian Round Table Conference.

## ATTEMPT TO DEFRAUD.

## DISPUTED TRANSACTION OVER SALE OF BOY.

A Chinese woman, Hui Lau-yuk, was charged before Mr. Butters, at the Kowloon Magistracy yesterday, with having defrauded a widow, Yau Ah-chau, of \$135.

Outlining the case for the prosecution, Inspector J. Murphy, of the S.C.A., said that the complainant was an earth coolie living at No. 10, Shanghai Street. She was a widow with no children, and being very desirous of adopting a son, she had spoken to several other earth coolies and had instructed them to look out for a son for her. Ah Hing, the foreman in charge of the earth coolies, together with the defendant and her husband, went to the complainant's house on January 18 with the defendant's son. The complainant agreed to purchase the boy for \$225.

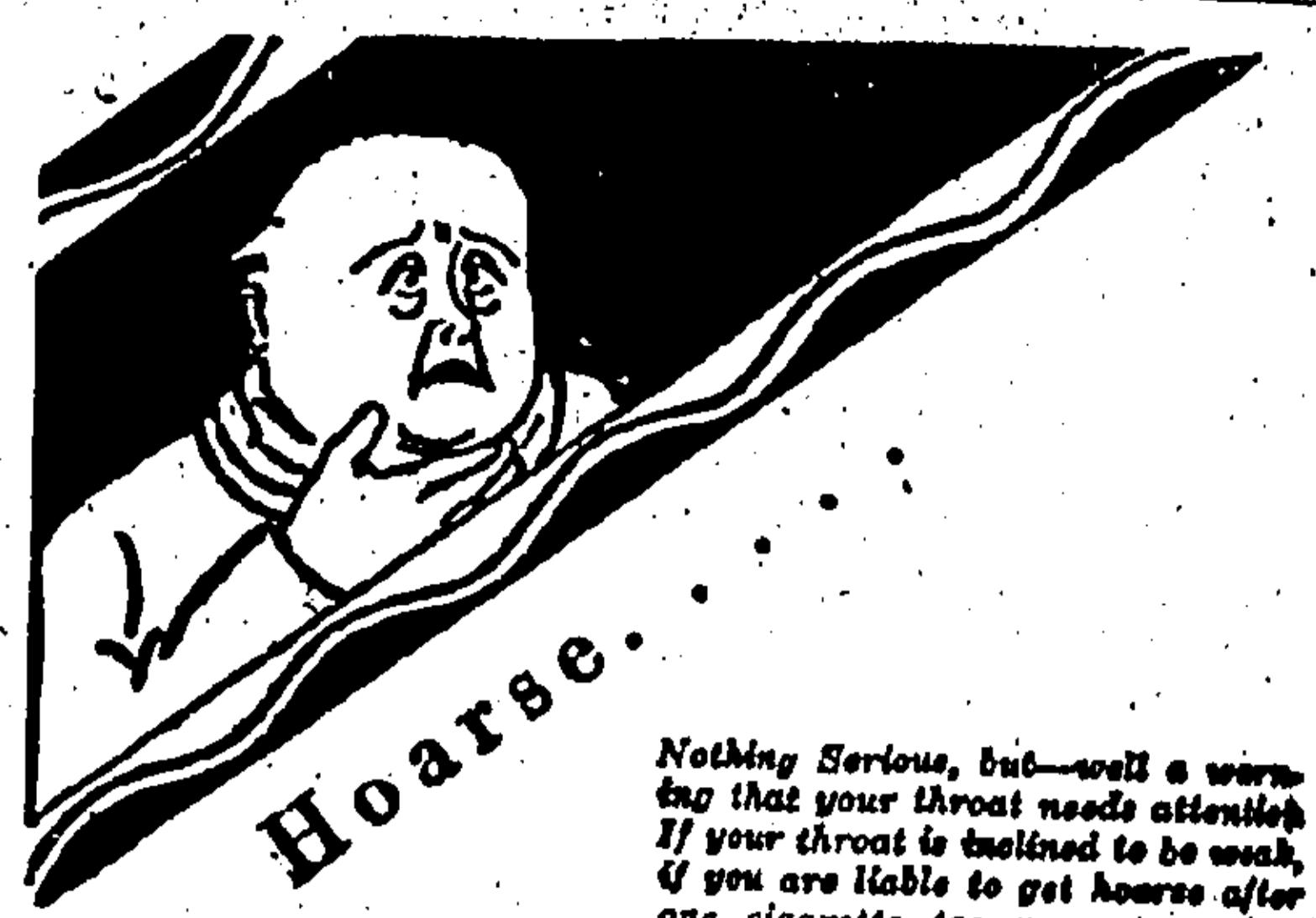
On January 20, complainant gave the defendant \$115, and also paid \$20 for various other expenses incurred. Complainant, defendant and the boy then took the *Yau-nail* ferry to Hongkong, from where the complainant wanted to take boat to Kowloon.

When the two women reached Hongkong, defendant took the child and ran down a scavenging lane. Complainant becoming suspicious followed and there was a scuffle. A constable then came and arrested them. Complainant accused the defendant of having attempted to defraud her, while defendant accused complainant of having kidnapped her son.

From the witness box, complainant gave evidence bearing out what the Inspector had said. She said she had given the defendant \$115, and intended paying the remaining amount when they reached Kowloon. Three other witnesses gave evidence saying that they had witnessed the transaction and the passing of the money to the defendant.

Defendant denied having accepted any money from the complainant. She accused complainant of having given false evidence, and also denied having gone to complainant's house at all, or of having taken part in a transaction to sell the boy. The boy was the only son she had, and she did not want to part with him. She said that her husband had been at the bottom of everything, and she only asked that her son be given back to her.

Mr. Butters remanded the case to Tuesday.



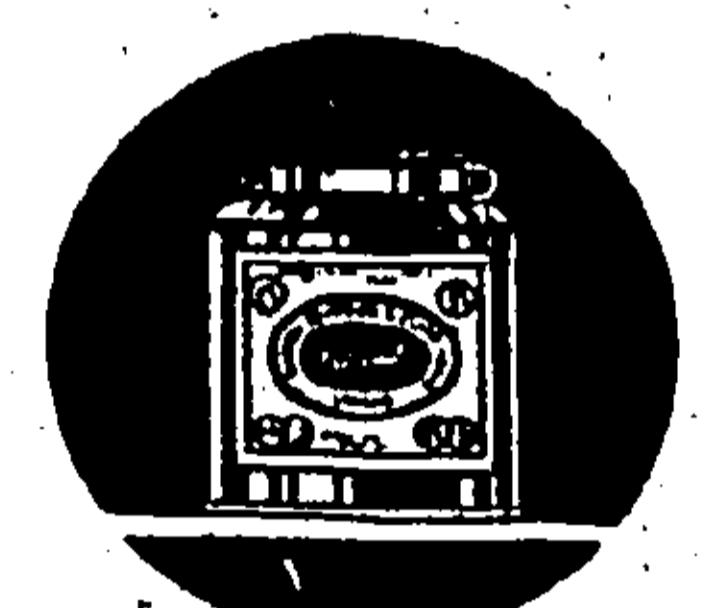
Nothing serious, but—well—a warning that your throat needs attention. If your throat is twinged to be weak, if you are liable to get hoarse after one cigarette too many, or after prolonged talking, you will find "Allenbury's" Pastilles a boon. Keep a tin handy. They quickly relieve and soothe the throat and clear the voice, and they are as delicious as they are effective. They contain no harmful drugs, so they may be used as frequently as necessary with absolute safety.

OBtainable  
FROM ALL  
CHEMISTS

**ALLENBURY'S**  
No. 71 PASTILLES

A.P.B. 9.

**Falconite**  
GLOSS ENAMEL  
IN WHITE AND COLOURS



**WILKINSON, HEYWOOD & CLARK.**  
SHANGHAI—TIENTSIN—HONGKONG.

MUSIC FROM  
MANY COUNTRIES  
by wireless with  
**TELEFUNKEN 40**  
Long range All-Electric receiver with station selector for use with batteries or lighting mains.  
with TELEFUNKEN LOUDSPEAKER ARCOPHONE  
For Demonstration and further particulars apply to:

**SIEMENS CHINA CO.**

Office—Pedder Building, 4th Floor.  
Showroom—27, Nathan Road,  
Kowloon.

Ganton Office . . . . . SHAMEEN  
Swatow . . . . . GEEBE, ROSE

**TELEFUNKEN**  
LONGEST EXPERIENCE—LATEST DESIGN

**MRS. MOTONO.**  
Massage.  
Hand and Electric  
M.R. Wm. William Street

**MASSAGE HALL**  
MRS. S. UZUNOYE  
57, Queen's Road, C. 2nd Flr.  
Expert Massagist

## FINDLATER'S

## OLD LIQUEUR

## WHISKY.



Have you noticed  
a general sameness  
and lack of character  
in the usual run  
of liqueur whiskies  
to-day?

If you want a  
liqueur whisky of  
outstanding quality  
—one that satisfies  
the most discriminating palate it is

## FINDLATER'S

## OLD LIQUEUR.

Twelve years old.

## GILMAN &amp; CO., LTD.

Solo Agents

HONGKONG—CANTON.

A.P.B. 2.

## TO-DAY'S WANTS.

25 WORDS ..... \$1.50,  
(\$2.00 If Not Prepaid.)  
The following replies have been received:—  
667, 671, 678, 683, 685, 691, 695,  
705, 709, 720, 722, 727, 729, 732,  
734, 737, 738, 751.

## WANTED KNOWN.

CHIROPRACTIC (Cure remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kynmall Building, Tel. 22103. (Ground Floor).

## SITUATIONS WANTED.

RESPONSIBLE APPOINTMENT desired with scope where fifteen years experience Accountancy, Administration, Management of value. Experience covers London and ten years Malaya. Engineering and Contracting. Accustomed to command large native staff and labour generally. Thorough knowledge cost accounting, engineering, stores, selling side etc. Please address communications to Box No. 754, "Hongkong Telegraph," to be forwarded.

## HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau, Electric Light. Large garden. Write Box No. 753, "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—Painter Pup, bitch, seven weeks, well marked. Tel. 23312.

## APARTMENTS TO LET.

AIRLINE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

## PREMISES TO LET.

TO LET—House, Somerset Road, Kowloon Tong; five rooms, good garden near Bus Terminus, room for car. Moderate rent, can be seen by appointment Box No. 750, "Hongkong Telegraph."

## PREMISES TO LET.

TO LET—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

## CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.

## CHINA MUTUAL STEAM

Consignees per Company's Vessel,

## "ANTENOR"

From UNITED KINGDOM via SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown, on and after 7th February, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th February 1931, will be subject to rent.

All claims against the Steamer must be presented to the undesignated on or before the 27th February 1931, or they will not be recognized.

## No Fire Insurance will be effected.

## BUTTERFIELD &amp; SWIRE,

## Agents.

Hongkong, 7th February, 1931.

## THE ASIA COAL AND BRICKETTING CO., LTD.

Manufacturers of Coal Briquettes under the registered trade name "GOKETS." Supplied in 3 different qualities:

A quality known as "Steam Gokets" for steamers, railroads and other steam engines.

B quality known as "Furnace Gokets" for factories and kitchens.

C quality known as "Smokeless Gokets" for stoves or fireplaces without chimneys, particularly suitable for Chinese household.

A ton of "GOKETS" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents.

## RULING CASH RETAIL PRICES.

"Steam Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.

"Furnace Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.

"Smokeless Gokets"—\$18.50 per ton ex the Company's godown in Hongkong or Kowloon.

## Delivery charges for Household.

Hongkong:—

(1) Peak districts (above Bowen Road) ..... \$4.00 per ton.

(2) All roads above Calme Road and between Road and below Bowen Road ..... \$3.50 "

(3) Calme Road and Bonham Road ..... \$3.25 "

(4) Peckfulton as far as Standard Road ..... \$3.50 "

(5) Wan Chai and Causeway Bay (beyond City Hall) ..... \$2.25 "

(6) Low levels ..... \$2.50 "

Kowloon:—All parts of Tsim Sha Tsui, Yau Ma Tei, Mong Kok, Hung Hom, Kowloon City and Lai Chi Kok.

Lots of ¼ or ½ ton will be delivered at full rates.

Office:—China Building, 2nd floor. Telephone: 21335.

## CHURCH NOTICES.

## Local Services for To-morrow.

## SEXAGESIMA SUNDAY.

St. John's Cathedral, Hongkong 8th February, 1931. Sexagesima Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. J. C. Waters, R.N.

Union Church, Kennedy Road, Sunday, 8th February, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social Hour after Evening Service. Sunday Schools, Kennedy Road, 10 a.m. Takoo 3 p.m.

First Church of Christ Scientist, Macdonald Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Spirit." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon, 8th February, 1931. Sexagesima Sunday, 8.15 a.m. Holy Communion. 10 a.m. Primary Sunday School, Bible Class for Boys and Young Men; Young People's Service, 11 a.m. Morning Prayer and Sermon, Preacher: Rev. E. A. Armstrong. Subject: "God Manifested in Beauty." 2.45 p.m. Intermediate Sunday School 6 p.m. Evening Prayer and Sermon, Preacher: The Vicar, Subject: "The Mystery of Evil."

The Register of Shares of the company will be CLOSED on Thursday, the 5th February, 1931, to Thursday, the 12th February, 1931, both days inclusive.

## NEW ADVERTISEMENTS.

## THE BANK OF EAST ASIA, LTD.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3.00 p.m. Saturday, the 21st February, 1931, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1930.

The Transfer Books of the Company will be closed from Saturday, 14th February, to Saturday, 21st February, 1931, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

KAN TONG PO,  
Chief Manager.  
Hongkong, 4th February, 1931.

## THE "STAR" FERRY CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTYTHIRD ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 12th February, 1931, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1930.

The Register of Shares of the company will be CLOSED on Thursday, the 5th February, 1931, to Thursday, the 12th February, 1931, both days inclusive.

By Order of the Board of Directors.

F. H. CRAPNELL,  
Secretary.  
Hongkong, 2nd February, 1931.

## CREDIT FONCIER D'EXTREME-ORIENT.

## Mortgage Bank &amp; Estate Agents.

## "PEAK MANSIONS"

Prince Edward Road,  
Kowloon

Detached and Semi-detached villas. Modern construction with garage.

"Camby Buildings"  
Flats with modern conveniences

Volume I is sold out. Owing to the great demand for back numbers the Editors are prepared to purchase, at cost price if in good condition, any of the first four numbers that are no longer required.

By Order of the Board,

W. F. SIMMONS,  
Secretary.

Hongkong, 6th February, 1931.

## SALE

## OF

## Columbia Records

## \$1.00 EACH.

## ASK FOR LIST

Anderson Music  
Co., Ltd.

## EUROPEAN

WATCHMAKER, JEWELLER & ENGRAVER.

65, Nathan Road, Kowloon.



Sale and Repairs of Gold and Silver Goods. Any kind of Watches, Chronometers, Chronographs, Reputers, Speedometers, Typewriters and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.

## BODDATHY.

## Castrol again... proves its Supremacy.

## Captain Malcolm Campbell

## DRIVING BLUEBIRD

## Attains a Speed of

245.73

Miles per hour.

## USED CARS

## FOR SALE

## FIAT 4 CYLINDER TOURING

6 Months Use Only ..... \$1,675

## SINGER SALON

SIX CYLINDERS 1927

Mod-1 Ju t Duro Painted and Over-Hauled original cost

\$170 ..... \$1,800

## ERSKINE "SIX" TOURER

1924 Model. New tyres \$1,600

PEU-DET 1925 model ..... \$150

## ESSEX ROADSTER LATE

1920 Model ..... \$2,100

## AUSTIN "T" S LOON (Metal)

1928 Model Pratitically brand

New 2000 Mid: Complete

with Seat Covers, Horns, Etc.

\$2,600

## NEW FORD ROADSTER 1931

Model just over a month's use

\$2,400

## INDIAN SCOUT MOTOR-CYCLE

Police model 1928 ..... \$2,200

Most of the Above Cars

Carry Guarantee.

## THE HONG KONG NATURALIST.

A Quarterly Illustrated journal

principally for Hong Kong and South China.

Volume II, 1931.

edited by Dr. G. A. C. Herklots, The University, Hong Kong, and Major H. P. W. Hutson, D.S.O., O.B.E., M.C., R.E.

Subscription \$5.00 per annum, post free.

The first number of the second volume of the Hong Kong Naturalist will be published towards the end of February 1931. It will contain upwards of 89 pages including nearly 50 illustrations, 2 in colour.

Owing to the high cost of the coloured illustrations and to the increased size of the journal the edition is strictly limited. To avoid disappointment intending subscribers should send their subscriptions early to Dr. G. A. C. Herklots, The University, Hong Kong.

AND NOTICE IS HEREBY ALSO

GIVEN that the REGISTER OF

MEMBERS of the Company will be

closed from FRIDAY, the 13th to

FRIDAY, the 27th February, 1931,

both days inclusive.

By Order of the Board,

W. F. SIMMONS,

Secretary.

Hongkong, 6th February, 1931.

## HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY



**Some Paramount Reasons  
WHY YOU SHOULD GIVE  
YOUR DOG THE—  
“QUORN” DOG REMEDIES  
CONDITION AND TONIC POWDERS**

Famous kennels rely upon the “Quorn”. Breeders and owners use the “Quorn”. Both the expert and the amateur are buyers of the “Quorn”, while champions of all breeds have been kept fit for years with the “Quorn” Dog Remedies.

THEY COOL THE BLOOD, REMOVE ALL IMPURITIES AND ACT AS A TONIC TO THE WHOLE SYSTEM.

**A. S. WATSON & CO., LTD.**  
HONG KONG DISPENSARY

**THREE NEW  
“H.M.V.” RECORDS**

from the  
*Mid-January Supplement*

- |  |                           |
|--|---------------------------|
| B-3663   Mommy is gone (Brown-Henderson)<br>High Water (McHardy-Brennan) | Paul Robeson              |
| B-3691   The Menin Gate (Ewen)<br>The Blind Ploughman (Clarke)           | Peter Dawson              |
| C-2006   Blessed City (Bairstow)<br>Blessed City Part 2.                 | Westminster Special Choir |

**S. MOUTRIE CO., LTD.**  
Chater Road.

**RAINCOATS**  
IN ALL  
COLOURS and SIZES  
WITH  
UMBRELLAS  
AND  
BAGS and GLOVES  
TO MATCH.

**NEW MODELS**

IN THE

**MILWATA COAT.**

LADIES' DEPARTMENT

**Lane, Crawford, Ltd.**

**ANNOUNCING THE  
£100 CAR**

PARTICULARS OF THE NEW MORRIS MINOR HAVE NOW BEEN RECEIVED. THIS IS A TWO-SEATER CAR BUILT TO SELL IN THE ENGLISH MARKET AT THE ATTRACTIVE FIGURE OF £100

**BOOK YOUR ORDER  
NOW**

PARTICULARS WILL BE MAILED ON REQUEST

**THE HONGKONG HOTEL  
CARAGE**

The Hongkong & Shanghai Hotels, Ltd.  
Incorporated in Hongkong.  
St. Queen's Road C. and Stubbs Road.

**The  
Hongkong Telegraph.**

SATURDAY, FEB. 7, 1931.

**EDUCATION.**

All too seldom do we get such an outspoken and well-reasoned dissertation on the Colony's educational shortcomings as those which were voiced yesterday by the Headmaster of Queen's College, Mr. de Rome. Squaredly faced the realities in his observations on the examination problem, having no difficulty in driving home his point that to put students in for the Matriculation after three years in a senior school is unduly forcing the pace. Apart from the attempting of the almost impossible, there is the further point that the students are left in what Mr. de Rome aptly describes as mental muddle. What is worse still is the disappointment caused to teachers, students and parents alike when it is found that so few of the entrants ever succeed in the task which they are set. The tremendous waste of effort involved needs no stressing. Happily, the evils are recognised, for convinced that there is something radically amiss with the system, His Excellency the Governor has decided that the whole question shall be investigated in the light of such criticisms as the Colony's education experts may feel inclined to advance. We hope that in this inquiry the scholastic profession will not be overlooked, for we should like to feel that men like Mr. de Rome, who have clear-cut ideas on the issues and who are not cranks, will be given an opportunity of putting forward their views.

Some little time ago, in commenting on the Matriculation examination results, we emphasised the value of a good grounding in primary subjects, suggesting that for the great majority of school children in this Colony this was the main essential. Give them that, we remarked, and they would go out into the world sufficiently equipped for the life which lies ahead of them—possibly better equipped, for all practical purposes, than they would be by dabbling in subjects of which they could not hope to secure a really good grasp. The over-emphasis on secondary education which has been too long apparent in Hongkong, and the anxiety to rush students through for Matriculation, has resulted in so much disappointment that it is high time there was more concentration on essentials. We are glad to see that Mr. de Rome favours the replacement of the Matriculation examination by a School Leaving Certificate examination, in which

there would be no mere specialising on a few subjects but an attempt made to secure a real grasp of the basic constituents of a sound education. That much accomplished, the brighter lads who wish to enter the University can, as Mr. de Rome says, later proceed to Matriculation in special subjects. A reform of the existing system on some such lines as these appears to be imperative if the aims of education are to be realised. The selection of promising students for the upper schools is another point, as nothing whatever is to be gained by taking in pupils who are unlikely to make good.

Despite the constant reiteration of the fact that examinations are not the be-all or the end-all of education, so much of the Colony's education has been based on this misapprehension. Cramping for results has been all too obvious. The immediate effect may be to give some doubtful glory to the schools which adopt this policy, but far from conferring any lasting benefit on the student, such methods are likely to have an opposite result. For the lad who does not intend to specialise in his life's work, nothing can be better than a sound primary education. If he can give evidence that he has received such a grounding, he would prove of far greater value to his future employer and make a better success of his life than many another who has been forced through examinations for the sake of being able to say that he has matriculated. Not only here in Hongkong, but in England as well, the constant complaint of employers is that it is extremely difficult to get a lad straight from school who can construct an ordinary sentence or make a relatively simple arithmetical calculation—this often in the case of boys who have gone through a secondary school. Admittedly, we want something more from education than ability to write coherently or to do sums correctly, but if these essentials are lacking, it is certain that the tuition given has failed in important respects.

Estate Duty.

The Hon. Mr. C. G. Alabaster, the Attorney General, in moving the first reading of the Estate Duty Bill, appealed for sympathetic understanding of his difficulties, but made no serious attempt to defend the new schedule. True, as we have already pointed out, the duty on estates between \$1,000 and \$5,000 has been reduced from two to one per cent; true again, the duty on estates between \$5,000 and \$25,000 remains as before. But that does not alter the fact that the duty is just as high as that prevailing in Great Britain to-day, if the dollars are converted at 2/-, while the increase recommended in respect of estates between \$25,000 and \$50,000 contemplates the payment of death duty by Hongkong residents 33 per cent, in excess of that required of estates of similar value (at a 2/- dollar) in Britain. From that point, the rates grow lower and lower in proportion to Mr. Snowden's schedule, wherein lies cause for strong criticism. We dislike the necessity of repeating ourselves, but it is such windfalls that a British Chancellor looks for relief when a Budget deficit looms large. A Hongkong estate of \$5,000,000 should be required to pay duty of more than 12 per cent, just as an estate of \$500 should not be mulcted at all. There is a suspicion that a guiding principle in the arrangement of the schedule has been the profusion of small estates as compared with larger. If this is so, it would appear to be grossly unfair.

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**DAY BY DAY**

HAVEN'T YOU DISCOVERED THAT WOMEN KNOW BY INSTINCT WHAT MEN THEY CAN MAKE FOOLS OF, AND THEY ONLY TRY THEIR ARTS ON THEM?—W. S. Maughan.

The Empress of Canada is due here at 8.30 a.m. to-morrow and will berth at Pier No. 5 Kowloon Wharf.

His Excellency the Governor has been pleased to appoint Captain M. J. Reidy, M.R.C.V.S., to act as Colonial Veterinary Surgeon.

The ms. Taiwan (Wilh. Wilhelm) left Singapore on the 6th and is due here on the 12th inst. with cargo from Norway and Ports.

His Excellency the Governor has appointed Dr. A. R. S. D. McElroy, to be a Member of the Midwives Board, vice Dr. Agnes L. G. Dovey, resigned.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as District Officer in the Southern District of the New Territories in addition to his other duties.

A bankruptcy notification states that a first and final dividend of \$13.50 per cent, has been declared in the case of the Kwong Shing Cheong firm, of 8, Wing Wo Street and 4, French Street.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. J. Jose Sallas, as in charge of the Consulate General for Peru in Hongkong.

Malicious damage to the front tyres of a motor lorry belonging to the Ying Sang Tai shop, of Shataukok, was reported to the police by a foksi yesterday. It was stated that the vehicle had been left outside the premises on the evening of February 4.

Tenders are being invited for the reinstatement of the wall at Jardine's Corner, Peak. The work comprises the taking down of the existing lime and cement concrete wall with rubble framework and rebuilding in cement concrete with rubble framework for length of 30 feet, together with any contingencies.

A report has been made to the police by Li Ping-cheung, master of the Fa Sheung Knitting Factory of 197, Kilkung Street, Shamshui-po, that his son, Li Cheung, took a machine valued at \$650, stating that he was having it repaired. The machine, however, was in good working order and the son has not returned since.

For the theft of a pocket knife, the property of Leading Stoker H. K. Hawkins, of H. M. Submarine Oswald, a Chinese was sentenced to four weeks' hard labour by Mr. Williams at the Central Police Court this morning. It was stated by Detective Sergeant Lamont that the defendant was searched as he was leaving the Naval Yard and the knife was found on him. Investigations revealed that it had been stolen from H. M. Submarine Oswald.

duy at such high figures, but it is to such windfalls that a British Chancellor looks for relief when a Budget deficit looms large. A Hongkong estate of \$5,000,000 should be required to pay duty of more than 12 per cent, just as an estate of \$500 should not be mulcted at all. There is a suspicion that a guiding principle in the arrangement of the schedule has been the profusion of small estates as compared with larger. If this is so, it would appear to be grossly unfair.

Our own company has been so obsessed with paying load that it has neglected speed, and in this it has resembled the barge travellers. And the speed of its newest

**FLYING IN 1931.**

By Major OLIVER STEWART.

Faster—Farther—Safer.

A VIATION is, as it were, the Secretary of State for Speed. And the first thing most people want to know about flying during 1931 is the probable progress that will be made in speed. The Schneider Trophy race, which should be flown in September in British waters, will show how far constructors have advanced since 1929.

It was then won at the average of 328½ miles an hour. This, it will be remembered, is not a freak speed over a short, straight course, but the average of sustained flying over a course more than 200 miles long and containing some 28 sharp corners.

This year the race, if it takes place under normal conditions, will probably be won at more than 350 miles an hour. The speed record, which is made over 3 kilometres straight course, is now 357.7 miles an hour. Before the end of 1931 it will be more than 400 miles an hour; a respectable speed, but by no means terminal.

At the time of the last Schneider race, just after it had been won at a speed which astonished the world, I spoke to Mr. Mitchell and Mr. Folland, the two British designers who have been responsible for a series of the fastest man-carrying craft of any kind ever produced. They both told me that they were dissatisfied with the results and, when asked the reason, they said that it was simply that their aircraft were not nearly fast enough. They could see, with the experience of the race behind them, many ways in which their machines could be improved. The curve of progress has not yet begun to fall off in flying.

We shall not only go faster in 1931 but we shall also go farther. The distance record non-stop is now 4,912 miles. By the end of the year it will be more than 5,000 miles. We shall also go higher. But in the attainment of great heights there has lately been a lack of enthusiasm which may be attributed to the belief that, at the moment, speed and distance are of greater value. When, for some reason, we desire to go above 43,000ft, which is the present record, we shall do so. But there are other things of more immediate importance.

Progress will also be made in economy; but when considering economy, it is as well to decide at once whether it is economy in time or in money that is desired. If reduction in the monetary cost of travel is the aim then aircraft cannot give it. But the barge and the bath-chair can. The barge and the bath-chair are both much cheaper to run than the aeroplane, and are likely to remain so.

Those whose chief concern is reduction in the cost of travel, therefore, are recommended to travel by barge. As Mr. C. C. Walker has pointed out, the barge offers the cheapest form of transport per ton-mile available. City men who travel daily to and from their offices by barge along the Thames will save large sums of money.

Some people, however, regard time as being of more use to them than money, and for these the motor-car and the aircraft are of value. On the foreign air transport lines machines carrying a dozen passengers will soon be cruising at more than 150 miles an hour—already they are cruising at more than 120 miles an hour.

Our own company has been so obsessed with paying load that it has neglected speed, and in this it has resembled the barge travellers. And the speed of its newest

machines is not high, a maximum of only about 130 miles an hour and a cruising-speed of about 120. But these machines will be economical in running costs, and will convey each passenger at a fuel consumption of about 40 miles to the gallon, or about the rate of the lightest light cars.

With the introduction of the heavy oil engines, which are now approaching the practical stage, further economies in running costs will be effected. The heavy oil or compression ignition engine not only burns less fuel than the petrol engine, but it also burns a fuel which costs less to buy. It has the additional advantage that its fuel is rather less easily set on fire than petrol. It may not replace the petrol engine in the smaller short-distance aircraft, but it is likely to do so in the long distance commercial machines.

In increasing the safety of air transport, the chief effort will be along the lines of improved organisation and, in the machine itself, better control, the retention of a low landing speed, and improved view for the pilot to reduce collision risks. It may be that parachutes will be adopted on the commercial lines.

Aviation is unfortunate in that its accidents are often spectacular and that they sometimes claim more public attention than the circumstances warrant. You may crush quite a large number of people to death in a charabanc without attracting undue attention; but if two people fall out of an aeroplane, there is a great deal of excitement.

The spectacle of two people falling from a great height is undoubtedly interesting; but it is to be remembered that there are many other ways of getting killed and that pieces of banana skin are almost certainly responsible for more deaths than aeroplanes.

It is not even on account of their danger that we shall give up airships. It is merely because the work of the airship can be done better and more cheaply by the aeroplane. The airship experiment was costly; but if it serves to concentrate effort on the heavier-than-air craft it will have been worth while.

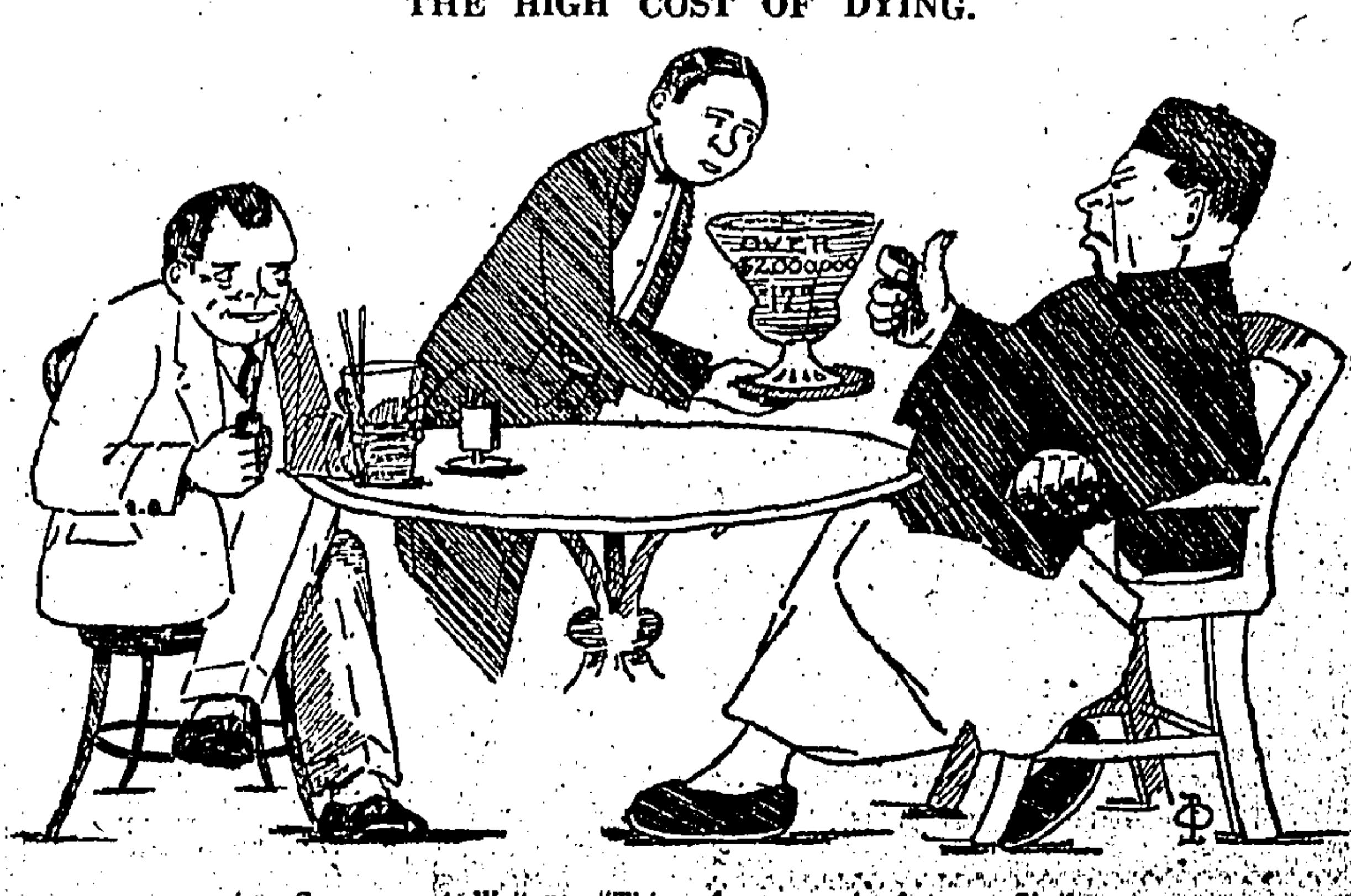
Mr. C. R. Fairley, reviewing the growth of aviation at the Royal Aeronautical Society the other day, said that to-day the world's civil air route mileage amounted to nearly 200,000,000 miles, and that over half a million passengers, nearly 10,000 tons of goods, and nearly 5,000 tons of mail are carried annually on scheduled services alone, while the aircraft industry is capitalised at nearly £100,000.

But it is not the scheduled air lines alone that are to be considered. Private flying gives more notable signs of health and high spirits than any other branch of aviation. There are now 44 light aeroplane clubs, the majority unsubsidised, and 69 gliding clubs, while the number of private owners is about 300, and will increase rapidly in the Spring.

The Cinque Ports Club, to take a typical example, flew 1,263 hours last year, and trained 37 new pilots during the period. Only two things are holding back private flying. One is the lack of aerodromes and the other is the Air Ministry's nursery-governorship attitude towards it. According to the latest information as to permanent establishments there

(Continued on Page 7.)

**THE HIGH COST OF DYING.**



Government: Walter:—"This, of course, is for you, Sir."

**BRITISH EXECUTION OUTCRY.****REBUKE FROM THE HOME OFFICE.****PERSONAL VIEWS.**

An outspoken pronouncement on the duties of the Home Secretary in regard to the execution or reprieve of murderers has been issued from the Home Office.

It had particular reference to the case of Victor Edward Bett, aged 21, who was executed at Birmingham for the murder of a bank manager.

The statement is as follows:

"Statements have been made in the Press by the Secretary of the Council for the Abolition of the Death Penalty and by others about the action of the Home Secretary in the case of Victor Edward Bett.

"Some of these statements are mischievous and misleading and others exhibit a complete ignorance as to the function of the Home Secretary in advising as to the exercise of the Royal Prerogative. Mr. Clynes is as predisposed as anyone to take a merciful view and to recommend the exercise of the Prerogative in cases where he is satisfied that there are good grounds for it, but it cannot be claimed that the proceedings in the Courts of Justice and the whole apparatus of the criminal law are to count for nothing if a public meeting passes a resolution or a petition is organised.

**Mass Meeting Decisions.**

"On grounds of public policy it is well that our law and practice should be in harmony with the national will, but we cannot have trial by jury in accordance with the law and the consequences of the jury's verdict set aside by the decision of a mass assembly.

"Whatever Mr. Clynes' opinion is about capital punishment, he would view with dismay the practice which he is asked to follow of giving effect to personal opinions in these distressing capital cases. The responsible position of a Minister of the Crown will, he hopes, always enable him to subordinate his individual views, so that without consideration of party or person the proper administration of the law continues, however Ministers or Governments may change.

"As regards the demand that he should give effect to the views expressed in the recent report of the Select Committee of the House of Commons, Mr. Clynes can only say that it would be highly improper to anticipate any future change in the law and to act now as though Parliament was certain to endorse the report, which it has not had an opportunity even to consider."

Mr. Roy Calvert, Secretary of the Council for the Abolition of the Death Penalty, stated: "Mr. Clynes says that it is the duty of the Home Secretary to maintain unbroken the Home Office tradition. This means in effect transferring his personal responsibility to his permanent officials. We deeply regret that he missed this unique opportunity of showing not only mercy but courage."

**A Previous Rebuke.**

This is not the first occasion on which Mr. Clynes has severely rebuked critics of his decision as Home Secretary on the question of the execution of a murderer.

Thus in April last, shortly after the execution of William Henry Podmore, for the murder of Vivian Mestier, he made a statement in reply to a resolution passed at the I.L.P. Conference.

He said: "That resolution requires me to ignore the solemn decisions of courts, judges, and jury, and to act on an opinion of capital punishment. I hope that no Secretary of State will ever be influenced by such an indefensible doctrine."

"I am not prepared," he continued, "to make a mock of the law, however strong the desire may be to change it. Public opinion of such matters cannot always be guided by the fullest information, and public opinion must not take the place of a court of law. It is the right of the public to change the law; it is the duty of the Minister to apply the law."

**RUMOUR DENIED.****GENERAL GASTON WONG NOT DISMISSED.**

On behalf of the Provincial Government of Kwangtung Mr. L. M. Lee, the Chief Secretary, writes as follows concerning the report of the arrest and dismissal of General Gaston Wong:

"On behalf of the Kwangtung Provincial Government, I wish to inform you that the report concerning the dismissal and arrest of General Gaston Wong as found in your daily for January 28th, has no foundation in truth. General Wong resigned his post of his own accord, and is now on his way to France. He was not dismissed by the Government as reported in your paper. The National authorities never put him under orders of arrest."

**NEW TYPES OF CRUISERS.****"RETURN TO SANITY IN DESIGN."**

"Jane's Fighting Ships," published by Messrs. Sampson Low, Marston, and Co. (£2 2s.), contains the usual comprehensive review of the Fleets of the world and details of the progress made in marine engineering.

This year the cruisers claim chief attention.

In the British section, the more arresting particulars deal with H.M.S. York, Exeter, and Leander. York marks the first attempt of one of the Treaty Powers to break away from the 10,000-ton type of cruiser. To save 1,600 tons, two 8in. guns are sacrificed, the speed and protection being the same as in the Kent class. Designed by Sir William Berry, the ship was completed last June.

The original design allowed for three funnels, but during 1928 the plans were modified, and the foremost funnel was truncked into the second. In order to clear the catapult on the second turret, the bridge was raised, and consequently, the funnels. It had been found, however, that the turrets were too light for the catapult to be carried, and it and the derrick have been dispensed with.

The completion of Exeter is about due. The design of that vessel is similar to that of York. Leander is described as belonging to a class which represents "a return to sanity in cruiser design, compared with the overgrown and over-gunned 10,000-ton Treaty type."

This cruiser was laid down under 1929 estimates, and is now being built.

The London Treaty having stopped any additional 10,000-ton cruisers with 8in. guns being built in Britain or Japan, it is stated by Mr. Oscar Parkes, the Editor, that some entirely new types armed with 6in. guns, of which Leander is the precursor, may be expected.

**Holiday 40-Knots Cruiser.**

In the United States Navy section, photographs are given of the recently completed Treaty cruisers, together with particulars of new construction to bring about parity. The Japanese section provides something new in types. A large number of illustrations are given in the French section, including the new cruisers, destroyers, and submarines.

The Italian Navy is building a larger variety of types than any other. The first official plans of the new cruiser and the destroyers are given. There are also pictures of the new Italian fast cruisers of the "Condottieri" class. The design is the most interesting of recent years. It is stated that one of these, subjected to a series of "all out" runs, logged just over 40 knots on a spurt—attained, it is understood, at the expense of her engines and boilers.

**Ersatz Preussen** is illustrated in the German section, and photos of the Kolin class show these vessels from all aspects.

The work is invaluable to all interested in the navies of the world and ship construction.

**GENERAL ELECTION FOR SPAIN.****POLLING ON MARCH 1.**

Madrid, Jan. 11. At last night's Cabinet meeting, the Government, after expressing satisfaction at the reports of tranquillity from the Captains-General and civil governors decided definitely to fix March 1 as the date of a general election.

The Government intends to suspend martial law as soon as convenient, so that the nation may have all the guarantees necessary for electoral propaganda, but it will be inflexible in the maintenance of public order. On the slightest attempt at disorder the Government will hold the elections under martial law, guaranteeing at all costs the free exercise of the suffrage, as it is determined that the nation's will shall be genuinely manifested in the polling booths. Spain's destiny can then be decided in Parliament.

**Trouble Foreseen.**

Thus General Borrero intends to fulfil the difficult mission with which he was entrusted about a year ago on the fall of the late General Primo de Rivera—the summoning of a Parliament.

Reading between the lines of the brief official communiqué, one is led to believe by his threats to reimpose martial law at the slightest attempt to obstruct the general election that he foresees trouble ahead, and before March 1.

While General Berenguer deserves congratulation for his speedy quelling of the recent revolt, he will need all the resources at his command to steer the country through the short but difficult period now remaining before polling day.

Rumours have been particularly insistent during this week-end of another revolutionary movement and the possibility of further strikes with the object of obstructing the Government's plan to restore constitutional government.

**VOLUNTEER CORPS.****ORDERS FOR THE COMING WEEK.**

Volunteer Defence Corps Orders by Lieut. Col. L. G. Bird, D.S.O., O.B.E., state:

**Parades.**

**Corps Band.**—There will be a Band Practice at Volunteer Headquarters at 5.30 p.m., sharp, on Monday, 9th February, and Wednesday, 11th February.

**Battery.**—Drill as detailed 5.30 p.m. at Gun Club Hill on Thursday, 12th February. Range Takers as detailed with Range taken from M.G. Company (as detailed by O.C.M.G. Coy.) at 5.30 p.m. Thursday, February 12th at Headquarters. Signal: Parade 5.30 p.m. at Headquarters on Thursday, 12th February, for map reading etc. Staff: At 5.30 p.m. on Thursday, 12th February.

**Engineer Company.**—Monday, February 9th. Miniature Range shoot at 5.30 p.m. D.L. Instruction will be held at 5.30 p.m. on Wellington Barracks on Thursday, 12th instant.

**Corps Signals.**—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 10th February and Friday, 13th February.

**Machine Gun Troop.**—Practice parade for G.O.C.'s Inspection on Monday, 9th instant.

**Armoured Car Company.**—Car Section: Parade on Monday, 9th February, at Corps Headquarters at 5.30 p.m. for Driving Instruction, Motor Cycle Section: A talk on "Field Message Writing" will be given by the Adjutant 5.45 p.m. in Lecture Room on Monday, 9th February.

**Machin Gun Company.**—The Company will parade on Tuesday, 10th February in Uniform at 5.45 p.m. at Headquarters at full strength. This is a Practice for G.O.C.'s Inspection Dress.—Boots, Hose-Tops, Puttees, Short Tunics, Helmet, Belt, I. jacket and Frock Rifle with Sling. M.G. Course Part II.—No. 2 Platoon will fire this course at Stonewallers on Sunday, 15th February. Range Officer, 2/Lieut. H. M. Richards. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m. Uniform or Mafli optional, but belt, Pouches and Bayonet must be worn.

**Scottish Company.**—Parades, Thursday, 12th February. Squad drill with Arms, No. 7 Platoon at Headquarters at 5.30 p.m. under Captain H. R. Forsyth; belts and frogs will be worn. No. 6 Platoon at Kowloon Dock under Lieut. A. Duncan, M.B.E. Belts and frogs will be worn. The pipers and Drummers under Pipe Major Mackie will parade at 5.30 p.m. at Headquarters and marching practice. Range:—Musketry Part II will be fired at Stonewallers on Sunday, 8th February. Launch leaves Queen's Pier at 9 a.m. and Range Officer, Captain H. R. Forsyth.

**Portuguese Company.**—Parade: The Company will parade as strong as possible at Headquarters on Friday, February 13th at 5.30 p.m. for Arms and Foot Drill in preparation for the G.O.C.'s Inspection. This is most essential parade. Dress:—Optional; Rifles, Belts and Bayonets. Peak Range:—The Peak Range is allotted to the Company on Sunday, February 22nd. Details will be issued later.

**Peak Range.**

The Peak Range will be allotted to the Portuguese Company on Sunday, February 22nd.

**Kennedy Road Range.**

The Kennedy Road Range will be allotted to the Portuguese Company on Friday, 20th February, 1931.

**Appointment and Promotions.**

No. 1674 Pte. Mong Ranjan Deb, Medical Section, to be promoted Corporal with effect from 6th instant.

No. 1675 Pte. T. P. Szeto, Medical Section, to be appointed Lance Corporal with effect from 6th instant.

No. 1676 Pte. T. S. D. Whitley "D" Section, No. 2 Platoon, to be appointed Lance Corporal with effect from 3rd instant.

**Struck Off The Strength.**

Having completed 3 years' service.

No. 1187 Sign. C. J. Widdell, Corps Signals, ns from 12.11.30.

**Strength.**

The following have been taken on Corps Strength:—1672 Pte. M. E. M. Oakeshott, No. 3 Platoon; 1673 Pte. H. B. Joseph, A. Car Coy., Car Section; 1674 Pte. M. R. Deb, 1675 Pte. Szeto Yan Pui, 1676 Pte. So Ping Yin, 1677 Pte. Ngan Kong Ha, 1678 Pte. Tai Kin Hing, 1679 Pte. Kam Nai Fai, all Medical Section.

**Leave.**

Pte. 1677 T. Lindars, M.G. Troop, Sick leave extended to 31.3.31; No. 355 A/C/S.M. Brown, A. W. No. 7 Platoon from 4.2.31 to 4.3.31; No. 8 R.S.M. Edmonds, W. H. Corp Headquarters, from 15.2.31 to 15.12.31.

(Sgt.) W. H. G. Goater, Captain, Adjutant, H.R.V.D.C. Notices.

**FLYING IN 1931.**

(Continued from Page 6.)

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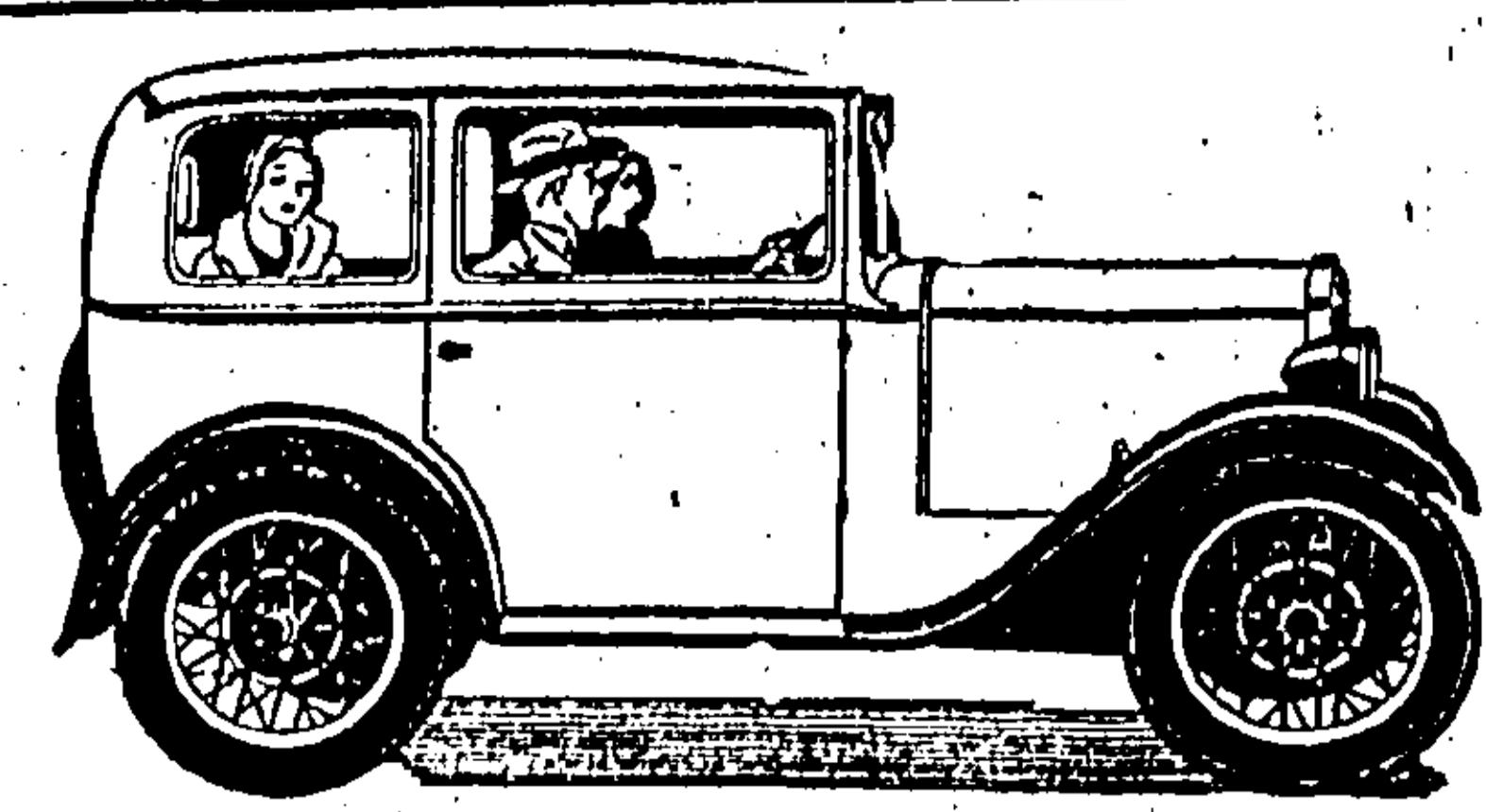
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Unseasonable Weather!  
Worthless Dollar!  
No Trade!  
Increased Taxation!  
Absurdly high cost of Living!

Unreliable Chauffeur!  
Nothing but Bills!  
No Spare Parts!  
Old Car Wearing Out!

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**ALEX ROSS. & Co. (CHINA) Ltd.**  
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**TIENTSIN CARPETS**  
Special display now being made.

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### LOCAL RADIO.

#### BOXING MATCH TO BE DESCRIBED.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 365 metres:  
4.00-7.00 p.m. Chinese Programme.  
7.00-10.15 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

7.00-7.22 p.m. *Wand of Youth Suite (Elgar)*. London Symphony Orch. 9470-9472.  
7.25-8.22 p.m. *Variety*.  
Aileen Stanhope (Soprano). 20826.  
Song-Who Are You Fooling To-night? Vaughn De Leath (Contralto). 20826.  
Humorous Song-The King of Horne.  
Humorous Song-The Road to Vickaburg.

Frank Crumit. 21809.  
Instrumental Trio-Fun At The Fair.  
Instrumental Trio-O'Brien's Wedding. Ed. Geoghegan's Emerald Trio. 20762.

Song-Exactly Like You. 20826.  
Song-On The Sunny Side Of The Street.

Gracie Hayes. 22242.  
Humorous Song-Sweetheart of All My Dreams.

Humorous Song-All By Yourself In The Moonlight.

Johnny Marvin. 21851.  
Bango Solo-You Don't Like It-Not Much.

Eddie Peabody. 20830.  
Band-Sunshine Blues.

Mephisto Jug Band. 20781.  
Singing with Guitar-Yodeling Cowboy.

Singing with Guitar-Blue Yodel.

Jimmie Rogers. 22271.  
Song-Your Darlin'.

Song-I'm Yours.

Johnny Marvin. 22556.

7.22-9.07 p.m. Concert Items.

9.00 p.m. Weather Report, Local Time, etc.

Orchestral-Rendez Vous-Intermezzo (Letter).

Orchestral-Li-Czarine-Mazurka (Ganne).

Victor Salon Orchestra. 20430.

Song-Tosca-Love and Music (Puccini).

Maria Jeritza (Soprano). 1340.

Violin and Cymbal-Duet-The Broken Violin (Plata).

Bela Schaffer and Ferl Sarkozy. 20749.

Piccolo Solo-Song Of The Nightingale (Filipovsky).

Clement Barde. 20426.

Harp Solo-Autumn (John Thomas).

Frances J. Capitone. 20420.

Orchestral-A Little Love, A Little Kiss (Ross-Sleater).

Victor Salon Orch.

Orchestral-Estrillita (Ponce).

Victor Salon Orch. 20270.

Song-Your Song From Paradise (Brooklyn and Harlow Brown).

Song-Zamboni (Dyer and Cator).

Roland Werrenrath. 1369.

Violin Solo-The Bee b. Waltz In D Flat (Chopin).

Violin Solo-Cancir (Ogarew).

Alexander Schmidt. 20614.

9.07-9.15 p.m. Concert Items.

Minstrel Show of 1929.

Victor Minstrels. 35901.

9.15-10.15 p.m. Dance Programme.

Fox Trot-Huggable Kissable You.

Fox Trot-Every Moan's A Honey Moon.

Fox Trot-A Room With A View.

Fox Trot-Dance Little Lady.

Fox Trot-Caribbean Love Song.

Waltz-My Lonely Heart.

Fox Trot-The Riff Song.

Fox Trot-One Alone.

Fox Trot-At Sundown.

Fox Trot-Here Or There As Long As I'm With You.

Blues-Someday Sweetheart.

20405.

Blues-Original Jelly Roll.

Fox Trot-Have A Little Faith In Me.

Fox Trot-Cryin' For The Carolines.

Fox Trot-Honey.

Waltz-My Sweetheart.

20710.

10.15 p.m. (Approx.) The Boxing Match relayed from the City Hall.

Close Down.

SUNDAY'S PROGRAMME.

To-morrow's radio programme to be broadcast by Z. B. W. on a wavelength of 365 metres.

11.00 a.m. St. John's Cathedral Relay.

12.00 a.m. Chinese Programme.

1.30 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.

8.10 p.m. European Programme of H. R. M. and Victor Records kindly supplied by Messrs. S. Moutrie and Co.

8.25 p.m. Orchestral-Concerto Grande (Ernest Bloch)-Prelude-Dire-Krustle Dance-Fugue.

Philadelphia Chamber String Simfonietta 9596-9598.

Arioso (Bach) Simfonietta 9598.

Pomp and Circumstance March (Elgar).

London Symphony Orchestra. 1301.

8.45-9.33 p.m. A Concert.

9.00 p.m. Weather Report, Local News, etc.

Chorus-How Lovely Is Thy Dwelling Place (Brahms).

Choir of The Temple Church London. 3485.

Song-The Lost Chord (Sullivan).

Song-Ombra Mai Fu (Handel).

Eastie Ackland (Contralto). 1599.

Instrumental Sextet-Valse Trieste (Sibelius).

Instrumental Sextet-A Celtic Lament (Foulds).

Victor Olof Sextet. 1578.

Chorus-Abide With Me (Monk).

Chorus-Ten Thousand Timers Ten Thousand (Dykes).

Choir of St. Margaret's Westminster. 3491.

Piano Solo-Petit Ane Blanche (Ibert).

Piano Solo-Rococo (Palmgren).

Benny Molisovitch. 402.

Song-Murmuring Breezes (Adolf Jensen).

Song-Angels Guard Thee (Jocelyn Godard).

Leonard Cowling (Tenor). 1444.

9.35-10 p.m. Organ Solos.

The Swan (Saint-Saens).

Prelude In E Flat (Saint-Saens).

Marcel Dupre. 618.

Scherzo (Grieg).

Bourree (Handel).

### LOCAL RADIO.

### ILLUMINATED BULLET.

#### SPORTSMEN NOW ABLE TO SEE THEIR ERRORS.

The illuminated sporting cartridge, technically known as the "tracer," is the latest British product relating to the science of ballistics.

The "tracer" cartridge is not new to Service ammunition. It was introduced during the European War, and used by the Royal Air Force, and by riflemen and machine gunners. There were also, of course, flaming shells—A.Z. shells. In the base of the bullet was a phosphorescent composition which was ignited by propellant gases. It was the use made of this illuminating device, in peace, which originated the idea to its use for sporting guns.

The behaviour of the pellets in a shot gun charge could not be quite so easily demonstrated as in a Service bullet, but the difficulties have been overcome, and sportsmen may now see their errors and be better able to correct them.

The new cartridge carries in the centre of a shot charge a small tracer pellet, which is ignited by the discharge of the powder charge, and burns brightly for a distance of 75 yards from the muzzle of the gun. The illuminated pellet travels that range, more or less, in the middle of the cone of pellets. Hence the star pellet has traced out the trajectory of the charge.

The use of this tracer pellet in actual game shooting is, of course, not to be suggested, shooting schools and with clay birds, it may be really useful.

### EASTERN CRUISE.

### LUXURIOUS YACHT MAY COME THIS WAY.

An American yacht, the *Iolanda*, arrived at Calcutta recently from Rangoon. It is said that she was built for Princess Iolanda of Italy, by an American multi-millionaire, though the Italian Princess never sailed in her.

The *Iolanda* is now owned by Mrs. Moses Taylor, of New York, and has on board ten passengers, who are visiting the East on a pleasure cruise.

Mrs. Taylor, who is the owner of a large estate on Rhode Island (N.Y.), as well as a villa in Morocco, joined the *Iolanda* with her husband early last November at Monte Carlo, sailing for Naples thence to Port Said, where they left the ship for Cairo and thence to Luxor. They rejoined the vessel at Alexandria, sailing for Suez, Aden, Colombo, Rangoon, then Calcutta.

The *Iolanda* is considered to be the finest ship of her class afloat and carries an all-British crew, numbering 60. She is equipped with oil-driven engines, having a cruising speed of 15 knots, three of the most modern motor launches, the highest powered wireless-set, Sperry self-steering machinery and magnificent passenger accommodation.

### PILOTS' GRIEVANCE.

#### SERVICES REFUSED BY FOREIGN VESSELS.

The immunity of foreign vessels from engaging pilots in the navigation of the English waterways was referred to at the annual dinner of the Tugmen's Guild, in London, recently.

Mr. G. R. Fone, Thames waterman, and a tugboat skipper for more than sixty years, referred to the position whereby foreign vessels could enter English ports without employing a waterman, while no British or other foreign vessel might enter a Continental port without employing a pilot, and, even if a pilot was not available, pilotage dues had to be paid.

"The action of these foreigners in refusing the services of a Thames waterman as pilot," added Mr. Fone, "is depriving Englishmen of a living. It is a disgrace to our nation."

### EXCHANGE RATES.

Previous Day Yesterday.

Paris..... 123.90% 123.90%

Geneva..... 25.14% 25.15%

Berlin..... 20.42% 20.43%

Oslo..... 18.10% 18.16%

Helsingfors..... 193% 103%

Athens..... 37% 37%

Buenos Aires..... 34% 34%

Shanghai..... 1/2% 1/2%

New York..... 4.85% 4.86/1.32

Amsterdam..... 12.09% 12.10%

Stockholm..... 18.14% 18.14%

Vienna..... 34.60% 34.60%

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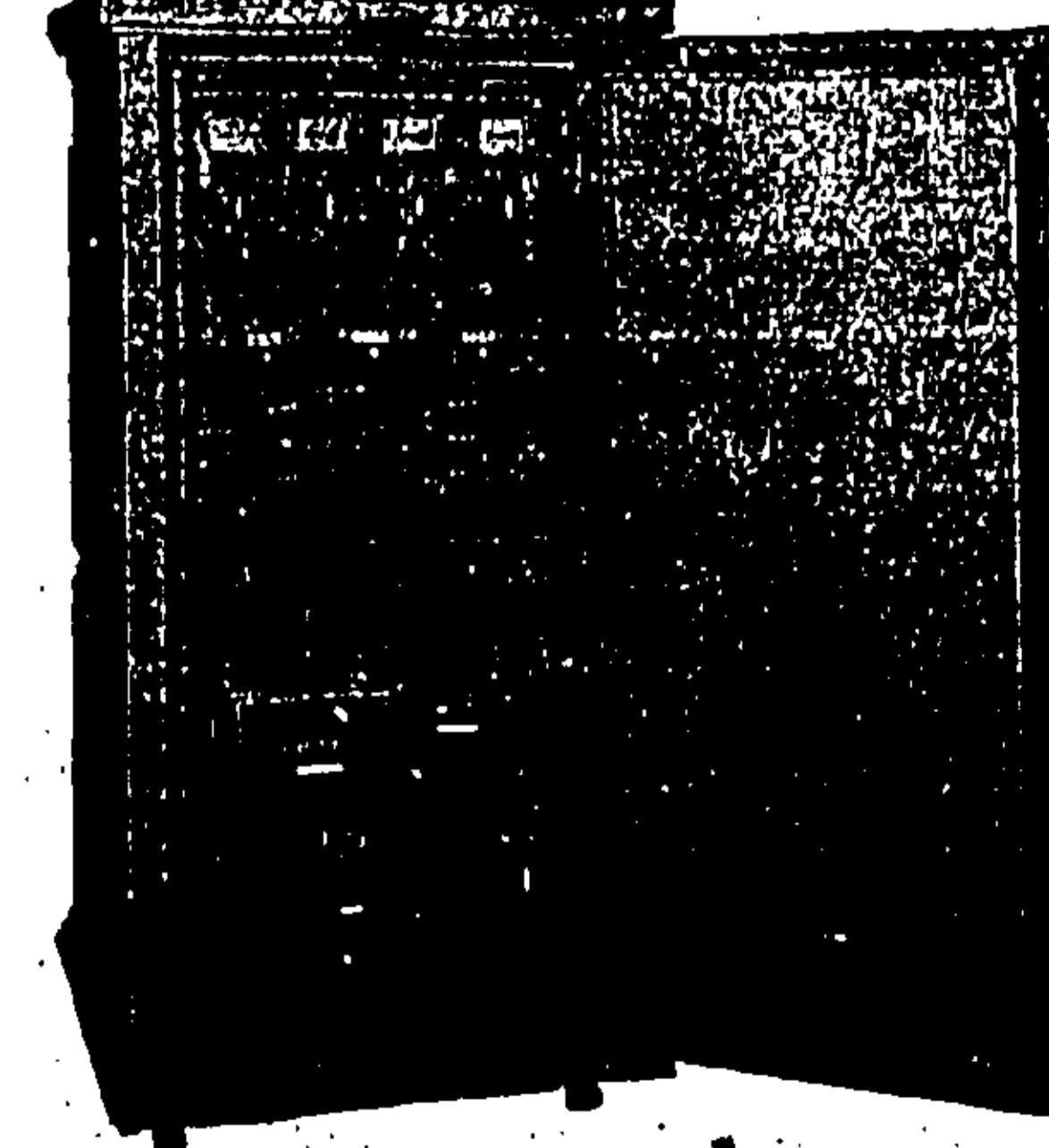
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MR. CLYNES'S CAR  
CHASED.POLICE STOP HIM AND TAKE  
"HIS NUMBER."

London, Jan. 6. Mr. J. R. Clynes, Home Secretary, and head of the country's police forces, was motoring to Brighton on Saturday when his car:

Collided with a "baby" car; Was chased by a Rolls-Royce car for several miles;

Had its index number taken;

Was held up by a constable near Crawley.

Mr. Clynes, describing his adventure to a *New Chronicle* representative last night, said: "I was motoring to Brighton with my wife and sister, Mrs. Parker. We were, I think, somewhere on the London side of Crawley, where the mist was quite thick, when the accident occurred.

"Just as my chauffeur was passing a small car a lorry appeared through the mist, travelling towards us. My chauffeur was forced to edge in towards the near side of the road, and there was apparently a very slight collision between us and the small car.

"It was so slight that no one in my car realised that a collision occurred, and we went on. The paintwork on my car was not even scratched.

"It appears that the driver of the small car stopped and another motorist, who was behind, seemed to have thought that we, too, should have stopped.

"He must have followed us, passed us and given information to the first police officer he saw. Near the outskirts of Crawley we were stopped by a constable, who after taking particulars of the accident, allowed us to proceed."

## Constable's Courtesy.

"He did not know who I was, but was perfectly courteous to my chauffeur. I believe he was later told that I was in the car.

"I was much impressed by the courtesy of the constable and also the efficient manner in which he dealt with the information he received from the other motorist. The incident also showed how public-spirited motorists can assist the police to deal with happenings on the road when no policeman is present.

"I certainly do not mind being stopped. Both the officer and the motorist who gave information to him were only doing their duty."

Mr. Clynes added that the constable was not a member of the new mobile police and appeared to be on his ordinary beat.

Great Western—The habit of ordering a special has dropped out to a good deal. There are occasional

FEWER RAILWAY  
"SPECIALS."AEROPLANES TO SAVE  
TIME.

The "special" train, believed of novelists of 20 years ago, and at one time the fastest means of getting from place to place, is no longer in great demand.

The air "taxi" and the modern motor-car have combined to save time on a long journey, and the saving of time was almost invariably the sole justification for the "special."

Before modern transport had reached the stage of really high speed the train was the fastest vehicle in the world and the Harley-street specialist with a distant urgent case, the business man with a big debt to carry out, the land-owner taking a party for a shooting week-end, and others who wanted to get from place to place as quickly as possible, all turned to the railway companies to carry them.

Representatives of the railway companies state that there has been practically no demand of late for the private "special." Special newspaper trains, travelling post offices, beef "specials" from Scotland, turkey "specials" from Norfolk, circus "specials," banana "specials"—all were being more marketing demanded rapid and cheap transport.

The charge for a "special" is the same on all railways—10s. a mile, single journey; 15s. a mile, double journey; with a minimum charge of £6, plus first-class fare for every passenger with minimum of eight.

## Companies' Views.

Statements from representatives of the different railways are as follows:

Southern—In these days of fast motor-cars, aeroplanes and better ordinary train services, the need for the special train does not arise so frequently.

London, Midland and Scottish—One of the principal reasons for the falling off in demand for "specials" is the fact that the ordinary train services are more frequent than they used to be.

London and North-Eastern—While we still get an occasional order for a special train the demand has fallen. The King and Queen, of course, still have their "special," and we occasionally arrange special trains for parties. Occasionally wealthy foreign visitors like to be able to say that they chartered a special train. We can marshal a "special" to order in less than a quarter of an hour.

Great Western—The habit of ordering a special has dropped out to a good deal. There are occasional

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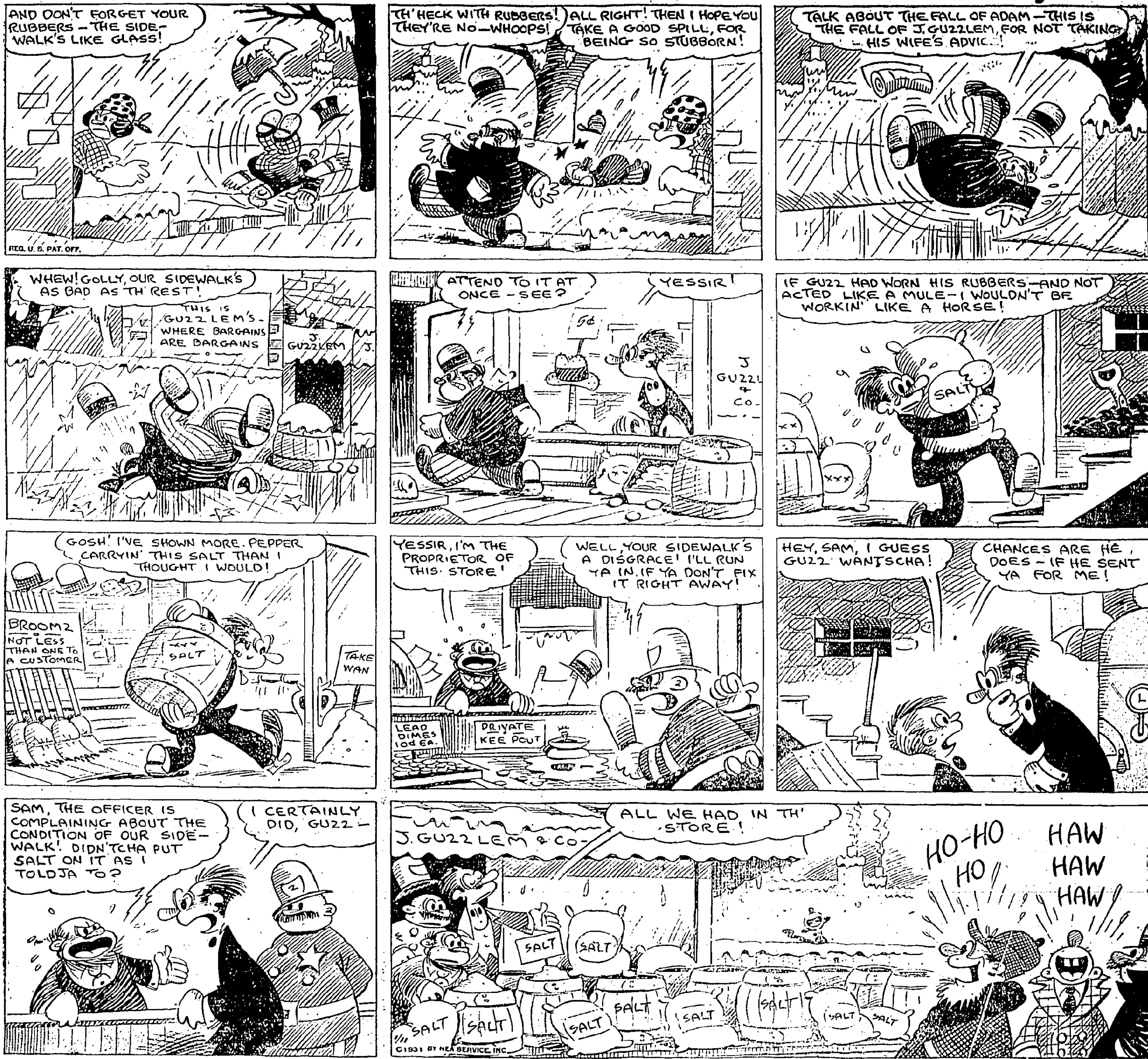
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## Murder At Bridge

by ANNE AUSTIN author of "THE BLACK PIGEON", "THE AVENGING GHOST" and "MURDER BACKSTAIRS".

### BEGIN HERE TO-DAY.

Juanita Selim is murdered at bridge. The suspect includes Lydia Crail, the maid; Dexter Strawn, John C. Drake, Judge Marshall; Nita's landlord, to whom she paid no rent; Polly Head and Clive Head, at the time of the murder; Flora Miles, Janet Raymond and Ralph Hammond.

Flora Miles admits she was in Nita's closest confidences, which she thinks, is from her husband, Tracy, but which is really from Dugay. Lydia, however, the night at a cheap hotel trying to "drink it off" and his innocence of Nita's death until the next morning seem to clear him. At the inquest most of the evidence is given about the boy who found Nita's body. That Nita was killed by a New York gunman, Lydia has arranged for Nita's cremation, as instructed, and given permission to take her from the mortuary to her home, 12 or 18 miles old, which Nita chose for her shroud, and which Dundee suspects is a wedding dress. Dundee intends to take the body of the woman in his car to the attorney's office for safekeeping. Lydia says she doesn't know where Nita kept it.

### CHAPTER XXIX.

"I said I don't know where she kept her jewellery," Lydia retorted harshly. "It wasn't worth much—not a hundred dollars altogether. I'll be bound, because Nita sold her last diamond not a week before we left New York. She owed so many bills then that the money she got for directing that play at the Forayte School hardly made a dent on them."

"Do you know whether the jewellery was in the house or in a safe deposit box?" Dundee asked, excitement sharpening his voice.

"It must have been in the house, because she wore the different pieces any time she pleased," the maid answered. "I didn't ask no questions, and I didn't happen to see her get it or put it away. I didn't ever do much lady's maid work for her, like dressing her and fixing her hair—just kept her clothes and her house in order, and did what little cooking there was to do."

"Her dressing table?" Dundee prodded. "Her desk?"

The maid shook her head. "I was always straightening up the drawers in both her dressing table and her desk, and she didn't keep the jewellery there."

Captain Strawn, when you searched the dressing table and desk for the gun or anything of importance, did you have any reason to suspect a secret drawer in either of them?"

"No, Bonnie. They're just ordinary factory furniture. I tapped around for a secret drawer, of course, but there wasn't even any place for one," Strawn answered, with an indulgent grin.

"I want to see Penny Crain!" Dundee cried, making for the door.

"Then you'd better come along to the courthouse with me," Sanderson called after him. "I sent her back to the office as soon as the inquest was adjourned."

The two men passed through the now deserted morgue chapel and almost bumped into a middle-aged man, obviously of the labouring class, in spite of his slicked-up Sunday appearance.

"You're the district attorney, ain't you, sir?" he addressed Sanderson in a nervous, halting undertone.

"Yes, come to the inquest to give some information, sir, but it was adjourned so quick I didn't have time."

"Who are you?" Sanderson interrupted impatiently.

"I'm Rawlins, sir. I worked for the poor lady, Mrs. Selim—gardenin' one day a week."

"Come to my office!" Sanderson commanded quickly, as a lingering reporter approached on a run. "No! I'm sorry, Harper," he said hastily, cutting into the reporter's questions. "Nothing new! You may say that the police have thrown out a dragnet—and he grinned at the trite phrase—"For the gunman who killed Mrs. Selim, and will offer a reward for the recovery of the weapon—Colt's .32 equipped with a Maxim silencer. . . . Come along, George, and I'll explain just what Mrs. Sanderson and I have in mind."

The district attorney and Dundee strode quickly away, and the man, Rawlins, after a moment of indecision, trotted after them.

"I don't understand, sir, and my name ain't George. It's Elmer."

"You don't have to understand anything, except that you're not to answer any question that any reporter asks you," Sanderson retorted.

When the trio entered the reception room of the district attorney's suite in the courthouse, Sanderson paused at Penny Crain's desk:

"Bring in your notebook, Penny. This man has some information he considers important."

A minute later Sanderson had begun to question his voluntary but highly nervous witness.

"Your name?"

"It's Elmer Rawlins, like I told you, sir," the man protested, and slouched as Penny recorded his words in swift shorthand: "It looks like you're right, Bonny, about that blackmail business. . . ."

The relieved man hurried out of the room on Penny's heels. "Sanderson shrugged, then, when the door had closed, began heavily:

"I look like you're right, Bonny, about that blackmail business. . . ."

(To Be Continued.)



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### BRITISH SHIPS BANNED

#### EFFECT OF POLISH DECREE.

Warsaw, Dec. 22. It is probable that the agencies of foreign steamship companies in Poland will have to close if the recent Polish decree compelling Polish emigrants to travel direct from the Polish port of Gdynia or from Danzig to North or South America from January 1 is put into effect.

The decree has been designed to make it impossible for foreign steamship companies to compete, and to assist the port of Gdynia and the Polish State Steamship Company, the Gdynia-American line. This line owns four steamers formerly sailing under the Russian flag, but owned by Danish capital. These steamers have been sailing in the past without a full complement of passengers.

Foreign shipping lines complain that the Government has always harassed them. Some time ago an emigration syndicate was established in Warsaw under the Ministry of Public Health Foreign steamship lines have been prevented from advertising and their function has been limited to informing intending emigrants of the date of sailing.

The thin end of the wedge came in 1925 when emigrants were forbidden to travel via Cherbourg, a measure designed to increase traffic on the Polish States Railways. The Red Star, White Star, and Cunard lines have between them carried about 30,000 emigrants a year to America.

If the new decree is enforced I understand that this traffic will be transferred entirely to the Gdynia-American line and the Danzig-American line, the only two lines plying directly between America and Polish ports. The emigrant traffic is 80 per cent. of the passenger traffic between Poland and the American ports.

Other lines which will be affected by the decree are the Anglo-Baltic and the Polish-British steamship companies which both convey dairy produce and emigrants as far as English ports. As emigrants will now be compelled to ship direct the freights for dairy produce will be affected. The Polish Government is itself part owner in the latter.

Representations are being made to postpone the enforcement of the decree for a year at least.

It is understood that the British Government has made official representations to the Polish Government at Warsaw with a view to obtaining some modification of the decree on the plea of undue discrimination.

theory that Nita had made up her mind to reform, marry Ralph Hammond, and be a very good girl indeed. . . . All right! You can have Penny in now. I think I know pretty well what you're going to ask her. And I may as well tell you that when Roger Crain skipped town with some securities he was known to possess, he hadn't got them from a safe deposit box, because he didn't have one." Sanderson pressed a button on the edge of his desk. . . .

Dundee was flushing as he put his question to the district attorney's private secretary:

"Penny, do you know whether there is a concealed safe in the Selim house?"

The girl started, began to shake her head, then checked herself. "Not that I ever saw, or knew of when Dad and Mother and I lived there, but—" She hesitated, her cheeks turning scarlet.

"Out with it, Penny!" Sanderson urged, his voice very kind.

"It's just that, if you really think there's a secret hiding place in the house, I believe I understand something that puzzled me when it happened," Penny confessed, her head high. "I was at the Country Club one night—a Saturday night when the whole crowd is usually there for the dinner and dance. I'd been dancing with Ralph, and when the music stopped we went out on the porch, where several of our crowd were sitting. It was just two or three weeks after after my father left town. Lois wouldn't let me drop out of things. . . . Anyway, it was dark and I heard Judge Marshall saying something about the simplest and most ingenious arrangement I ever saw. Of course that's where the rascal kept his securities. . . . I knew they were talking about Dad, from the way Judge Marshall shut up and changed the subject as soon as he saw me."

"Who was on the porch, Penny?" Dundee asked tensely.

"Yes, sir, I did!" the man answered with a trace of belligerence.

"She said she didn't open no dumper, claimed the heater was the same as usual when she left Friday night to go to a movie. So I reckin it was the poor lady herself, burnin' up love letters, maybe, or some such truck."

"You're to keep your 'rockins' to yourself, Rawlins," Sanderson cut in emphatically. "Remember, now, you're not to tell anybody else what you've just told me. . . . If that's all, besides Judge Marshall. The others hadn't come out from dancing. . . . Of course I don't know whether or not it was some arrangement in the house."

"Where are you going, boy?" Sanderson checked. Dundee, who was already on his way to the door,

"Well, if it's tucked away in the simplest and most ingenious arrangement, it will stay put for awhile," Sanderson said. "Lydia's due here within half an hour, and you don't want to miss her, do you?"

The relieved man hurried out of the room on Penny's heels. "Sanderson shrugged, then, when the door had closed, began heavily:

"It looks like you're right, Bonny, about that blackmail business. . . ."

(To Be Continued.)

### CINEMA NOTES

#### ENGLAND'S ACTOR IN TEMPLE TOWER.

Gawthorne, who plays one of the leading parts on the London stage as a Shakespearean actor and musical comedy star to that of an unnoticed "bit" player in the talkies is something of a drop, but that was Peter Gawthorne's introduction to the speaking screen.

Gawthorne, who plays one of the most important roles in the Fox Movietone thrill melodrama, "Temple Tower", obtained his first stage training in Sir Beerbohm Tree's Royal Academy of Dramatic Art in London, after abandoning a promising career as medical student. Years of experience as a leading man in Shakespearean and modern plays led him to even greater success in light opera and musical comedy.

Following an appearance in "The Wishin' Well", an operetta which he wrote and directed, Gawthorne tried the talkies, but the best part he could find was an obscure bit in "Behind That Curtain" for Fox Movietone. Taking this purely for the experience, he soon came to the notice of other directors and finally won the role of the dignified butler in "Sunny Side Up", a performance that secured him the significant part of Inspector Matthews in "Temple Tower", all talked Movietone melodrama coming to-morrow to the Queen's Theatre.

Kenneth MacKenna plays the leading role of "Bulldog Drummond" in this production, a screen version of the latest "Drummond" novel by H. C. McNeille. Henry B. Walther and Marcelline Day head the supporting cast of this "different" and fascinating melodrama, which Donald Gillather directed.

*"Men of the North".*

Gorgeous panoramas of the North woods, and romance and drama as enthralling as in "Men of the North", Metro-Goldwyn-Mayer's dramatic tale of the Canadian wilds, now playing at the Queen's Theatre. With Gilbert Roland as the bachelorette Louis the Fox and Barbara Leonard as the heroine, the new picture takes its audiences to high adventures in the land of the snows.

The narrative is based on a story by Willard Mack, famous for his stage and screen triumphs. Hal Roach personally directed the production. While America is thrilling at it, incidentally, it is also being shown in Europe as it was filmed by five casts in five different languages—practically a worldwide appeal in the talkies.

Gilbert Roland, as the dashing French Canadian hero, has one of the most brilliant roles in his career. His thrill with dog-sled and sleds, his fiery portrayal of the trapper hunted as robber in the wilds, saving the mounted police man who is his Nemesis, and finally winning vindication, is one to be long remembered.

Miss Leonard is not only very beautiful, but an accomplished actress, playing her role with deft artistry. Arnold Ross scores in a brilliant portrayal as the millionaire father; Robert Elliott is seen as the mounted police officer who dogs the trail of "The Fox"; Nedra Quarrino is outstanding as the halfbreed girl whose jealousy plays a crucial part in the narrative; Robert Greaves Jr. does well as the priest, while comedy relief is furnished by George Davis in the role of Corporal Smith.

River of Romance."

Delightful entertainment is provided at the Central Theatre in "River of Romance," Charles (Buddy) Rogers' starring vehicle, which opened there yesterday and will be seen and heard for the next three days.

"River of Romance," based upon the famous Booth Tarkington play, "Magnolia," has everything that is desirable in a talking picture. It has a gripping plot, actors who can talk and wear period costumes, local atmosphere and a romantic setting that rolls softly through the colourful scenes of Southern life in the 1840's like the liquid "Father of Waters" itself.

It is a new kind of role for Buddy Rogers. He appears as a soft-voiced youth who returns to his paternal home in a Mississippi plantation to be confronted with the brusque and bewildering code of duels and feuds and "hounch, suh." Refusing to fight a duel he is branded a coward. He comes back, though, in a startling fashion, eventually winning the girl who had loved him through it all. Mary Brian is bewitching as the demure Southern girl who loves Buddy, and June Collyer, in the coquette, is effective. Excellent character work is furnished by Wallace Beery, Fred Kohler, Mrs. George Fawcett, Henry B. Walther and Natalie Kingston.

Rogers' voice has a happy quality of youthful freshness and vigour and Miss Brian intones her lines with engaging intelligence. The sound background of river life and plantation days was pleasantly infected into the play by Richard Wallace, the capable director. It is a picture that young and old will enjoy.

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(TO TSINGTAO via SWATOW & SHANGHAI	Chaksang	Sun. 8th Feb at 7 a.m.
	Fooshing	Wed. 11th Feb at 7 a.m.
	Kwaihsang	Sun. 15th Feb at 7 a.m.
	Hopsang	Wed. 18th Feb at 7 a.m.
	Hanghang	Sun. 22nd Feb at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Yuonsang	Satur. 14th Feb at 3 p.m.
	Kumsang	Tues. 3rd Mar at 3 p.m.
	Suisang	Mon. 9th Mar at 3 p.m.
	Suihang	Wed. 18th Feb at 7 a.m.
TO OSAKA via AMOY & SHANGHAI, MOJI & KOBE	Hosang	Tues. 3rd Mar at 7 a.m.
	Kutsang	Tues. 17th Mar at 7 a.m.
TO SANDAKAN	Mausang	Satur. 14th Feb at noon.
	Hinsang	Satur. 21st Feb at noon.
TO TIENTSIN via SWATOW & FOOCHEW	Choongahsing	Tues. 17th Feb at 7 a.m.

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General Managers

## THE KWANGSI REDS.

### DEFEAT OF THE BAND LED BY LI MING-SHUI.

Canton, Feb. 6.

Colonel Tong Fei, of the 3rd Independent Regiment attached to the 8th Route Army, has telegraphically confirmed the report of his troops coming into contact with the Communist-bandits under Li Ming-shui last Wednesday, on the Kwangtung-Hunan border.

The wire says that 4,000 Reds who had surrounded Linhsien for several days withdrew on the 2nd. to Ngam Chien Hu, on the southern Hunan border, upon learning of the arrival of Government troops, who succeeded in following them up on the 3rd. Under pressure, the bandits were compelled to yield ground and retreat to Yenkov and Mu-fah-hu, where they attempted to make a stand.

The troops launched a fierce attack on the outlaws, who offered stubborn resistance. Many charges were made by the regulars, and after a five hour battle, several hundred bandits, including one bandit colonel and two majors, were killed. In addition, a machine-gun, two field pieces and hundreds of rifles were captured by the Government troops, who however, suffered 100 casualties, in view of the severe engagement.

This is regarded as a final blow to the Communist-bandits under Li Ming-shui, the majority of whom were rounded up, the rest having individually dispersed to the neighbouring villages, concludes the wire.—Canton News Agency.

## GANDHI WORRIED.

### DOUBTS IF FREEDOM HAS FOLLOWED CONFERENCE.

London, Feb. 6.

The *News Chronicle* publishes a cablegram from Gandhi at Allahabad in which he declares—

"I am unable to pronounce a final opinion on the Round Table Conference, but what worries me is the look of things here. If the conference really offered freedom to India, the reaction should have been felt here. On the contrary however, I find that the black repression continues unabated."

"Unprovoked assaults on innocent citizens still continue, and respectable people are being summarily, and without apparent reason, deprived of their immovable and movable property by mere executive action. A procession of women was forcibly dispersed and they were seized by the hair and kicked with boots."

"A continuance of such repression would make the Congress co-operation impossible, even if other difficulties were overcome."—Reuter.

Statement By Delegates.

Bombay, Feb. 6.

A statement signed by 26 Indian States and British Indian delegates to the Round Table Conference, who arrived to-day, says that Sir Tej Sapru, Mr. Jayakar and Mr. Sastry will see Gandhi as early as possible.

It hopes that Congress leaders and others will make a solid contribution to completion of the present skeleton scheme.—Reuter.

For further information apply to—NIPPON YUSEN KAISHA. Telephone 30291. (private exchanges to all Dept's).

## CONGRATULATIONS TO VICE-CHANCELLOR.

### UNIVERSITY HONOURS SIR WILLIAM HORNELL.

Canton, Feb. 6.

There was a large and happy gathering in the Great Hall of the University yesterday afternoon, when a tea party was given by the University Union in honour of the Vice-Chancellor, Sir William Hornell, in connexion with the Knighthood bestowed upon him by His Majesty, the King. Those present included His Excellency, Major General J. W. Sandilands, who was accompanied by Capt. Cameron.

During the course of the party, selections were rendered by the band of St. Louis Industrial School, the programme including Quick Marches, waltzes, a Symphony and Mazurka.

Mr. Chung Hok-nang, President of the Union, said that it was his privilege to speak on behalf of the Undergraduates of the University and offer their hearty congratulations to the Vice-Chancellor for the honour which had been conferred upon him.—(Applause). He continued that he had the greatest pleasure in doing so as the conferment had given the greatest satisfaction to students of the University.—(Applause). Great Satisfaction.

Mr. Chung went on to say that it had also given great satisfaction to those who were interested in the University. Sir William Hornell's success had greatly reflected upon the name of Hongkong University.—(Applause). He could assure Sir William that the students had rejoiced over the matter even more than they had rejoiced over his success, three months ago, in obtaining a share of the Boxer Indemnity Fund, although, unfortunately, that money would not be available for some time.

In conclusion, Mr. Chung wished the Vice-Chancellor every honour and success in the future.—(Applause).

In reply, Sir William Hornell thanked them for the party and for the hearty welcome they had given him. He added he was glad that they regarded his Knighthood as an honour to the University also, because that was the way in which he liked to look at it, although he had been so busy since it was conferred that he had not had time to feel what it was like to be a Knight.—(Applause).

Played the Game.

He went on to say he hoped before many months had passed that they would receive the cheque from His Majesty's Treasury—money which they badly needed. He hoped that they would make good use of it when they received it. He expressed thanks to the students of the University for the splendid way in which, through all the difficulties of the last six years, they had played the game.—(Applause).

In conclusion, he said that he had found a copy of an old prayer, which was discovered some time ago at Chester Cathedral, England. He would read it to them as his message for the afternoon, because it conveyed what he wished for all of them, from the Vice-Chancellor to the newest Freshman. It was as follows:

Give me a good digestion, Lord.  
And also something to digest.  
Give me a healthy body, Lord.  
And sense to keep it at its best.  
Give me a healthy mind, good Lord.

To keep the good and pure in sight,  
Which seeing sin is not appalled.

But finds a way to set it right.  
Give me a mind that is not bor-

ed,  
That does not whimper, whine or sigh,  
Don't let me worry overmuch  
About the fussy thing called

1.

Give me a sense of humour, Lord,  
Give me the grace to see a joke,  
To get some happiness from life  
And pass it on to other folk.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 760 Feet.

Depth on Centre of

SW(H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to

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HONGKONG, CHINA & JAPAN.

## H.K. AND S. BANK.

### A PROFIT OF NEARLY \$21,000,000.

A profit for the year of nearly \$21,000,000. is revealed in the Report of the Directors of the Hongkong and Shanghai Banking Corporation, which is to be submitted to shareholders at the annual meeting to be held on February 28.

The Report states:

The net profits for the year, together with \$3,387,477.76, balance brought forward from last account, after paying all charges deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$24,114,208.68.

The Directors recommend the transfer of \$600,000 from the Profit and Loss Account to the Silver Reserve, which will then stand at \$10,000,000.

They also recommend writing off Bank Premises Account the sum of \$1,000,000.

After making these transfers, deducting the Interim Dividend of £3 per share, paid on 11th August last, viz.:—£480,000 @ 1/31/2—£7,432,258.06, and remuneration to Directors, there remains for appropriation \$16,131,950.62, out of which the Directors recommend the payment of a Final Dividend of £3 per share, viz., £480,000 and a Bonus of £1 per Share, viz., £160,000, amounting in all to £640,000, which at 1/16, the rate of the day, will absorb \$11,702.8574.

The Balance \$3,429,093.38 to be carried to New Profit and Loss Account.

The Sterling equivalents of the Assets and Liabilities are shown at 1/16, the rate ruling on the last day of the year.

Directors.—The Hon. Mr. C.G.S. Mackie has been elected Chairman for the year 1931, and the Hon. Mr. J. J. Paterson has been elected Deputy Chairman.

During the year Mr. R. D. F. Beith and Mr. W. L. Pattenden resigned their seats on leaving the Colony and the Hon. Mr. J. J. Paterson and Mr. G. Miskin were invited to join the Board.

These appointments require confirmation at this Meeting.

Mr. J. A. Plummer, Mr. B. Landor Lewis and Mr. T. E. Pearce retire in rotation, but being eligible for re-election, offer themselves accordingly.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. and Mr. John Fleming, C.M.A., who offer themselves for re-election.

ed,  
That does not whimper, whine or sigh,

Don't let me worry overmuch  
About the fussy thing called

1.

Give me a sense of humour, Lord,  
Give me the grace to see a joke,  
To get some happiness from life  
And pass it on to other folk.

—GLEN LINE—

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QUICKEST TIME ACROSS THE PACIFIC  
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN  
TO CANADA AND U.S.A.

	Leave Hongkong	Arrive Shanghai	Leave Kobe	Arrive Tokushima	Leave Vancouver	Arrive Victoria
Empress of Asia*	Feb. 10	Feb. 21	Feb. 24	Feb. 26	Mar. 7	
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 21	
Empress of Russia	Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 4	
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17	
Empress of Asia*	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27	
Empress of Canada	Apr. 26	Apr. 29	May 2	May 14	May 27	
Empress of Russia*	May 8	May 11	May 14	May 16	May 25	
Empress of Japan	May 23	May 26	May 29	June 30	June 10	
Empress of Canada	June 6	June 9	June 12	June 13	June 22	
Empress of Canada	June 10	June 13	June 16	June 17	June 27	
Empress of Russia*	July 3	July 6	July 9	July 11	July 20	
Empress of Japan	July 10	July 21	July 23	July 25	Aug. 5	
Empress of Asia*	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17	
Empress of Canada	Aug. 16	Aug. 19	Aug. 20	Aug. 22	Aug. 30	

\* Call at Nagasaki the day after departure from Shanghai.  
† Call at Honolulu on May 8. ‡ Call at Honolulu on June 5.

HONG KONG—MANILA

	Leave Hong Kong	Arrive Manila
EMP. OF RUSSIA	Feb. 21	Feb. 25
EMP. OF JAPAN	Mar. 21	Mar. 23

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PORTHOS..... 17th Feb.  
CHENONCEAUX... 3rd Mar.  
ATHOS II..... 17th Mar.  
D'ARTAGNAN.... 31st Mar.  
FELIX ROUSSEL 30th Mar.  
ANGERS..... 14th Apr.  
G. METZINGER... 13th Apr.  
FELIX ROUSSEL 28th Apr.  
G. METZINGER... 12th May.  
ANDRE LEBON... 26th May.  
CHENONCEAUX... 25th May.

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## JAPANESE DIET IN UPROAR.

### SLIP OF TONGUE CAUSE OF PANDEMOMIUM.

Tokyo, Feb. 6.  
Pandemonium has reigned in the Diet during the last few days as a result of a slip of the tongue on the part of Baron Shidehara. During interpellations at the Budget Committee meeting on Tuesday evening, the Foreign Minister asserted that the fact that the London Naval Treaty was ratified was clear evidence that it will not endanger national defence as had been implied.

The Selyukai regard the reply as an attempt to place the responsibility on the shoulders of the Emperor and accuse Baron Shidehara of *lesse majeste*. They demand a retraction and apology and even the resignation of the whole cabinet.

The Selyukai continue to press their demands which last night necessitated the presence of the police in the Committee Room for the protection of Baron Shidehara's person. The presence of the policemen added fuel to the fire and the Selyukai formally protested against it.

While the papers criticise the slip of the tongue and urge Baron Shidehara to retract, they strongly ensure the Selyukai's attempt to make political capital out of the incident, and condemn the disgraceful scenes which the Selyukai precipitated.

Meanwhile, the proletarians have issued a manifesto demanding that the masses strive to replace the present parties "with parties which have the true interests of the people at heart."

Armed Men Introduce.

Tokyo, later.  
Following the riotous scenes of the past few days in the Diet, as a result of the indiscreet remark by Baron Shidehara, an unidentified man, brandishing a dagger, burst into the gallery of the Diet building, where a number of Minseito supporters were sitting, and wounded several, including two Diet members who were injured in the general scuffle that ensued.

Owing to threats of personal violence against Baron Shidehara since his slip of the tongue, six jujitsu experts have been engaged as his bodyguard.

A Free-for-All.

Later.  
Owing to general confusion in the Diet, various versions of the dagger incident are circulating, and it is uncertain what precipitated the trouble. Apparently a mêlée took place in the corridor, not the gallery, during a meeting of the Budget committee. Someone broke a window, the glass falling upon members inside the committee room, and on members and others thronging the corridor pandemonium followed, inkpots, spittoons and other missiles being freely hurled.

A dozen people were injured, including two Diet members. One non-member was seriously wounded with a dagger through the hand.—Reuter.

### INDIAN LOAN FLOATED.

London, Feb. 6.  
A £17,000,000 India loan is being underwritten at 5½ per cent, at 37, redeemable between 1936 and 1938.—Reuter.

REACH COLON AND FLY TO PANAMA.

London, Feb. 6.  
The Prince of Wales and Prince George arrived here to-day, and flew to Panama aboard an air liner.—Reuter's American Service.

THE PRINCES' TOUR.

London, Feb. 6.  
The Chancellor of the Exchequer, Mr. Snowden, in the House of Commons late last night, denied market rumours that the Government intended to launch a large development loan.—British Wireless.

LOAN RUMOURS DENIED.

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London, Feb. 6.  
The Chancellor of the Exchequer, Mr. Snowden, in the House of Commons late

# CENTRAL THEATRE

**TO-DAY to MONDAY**

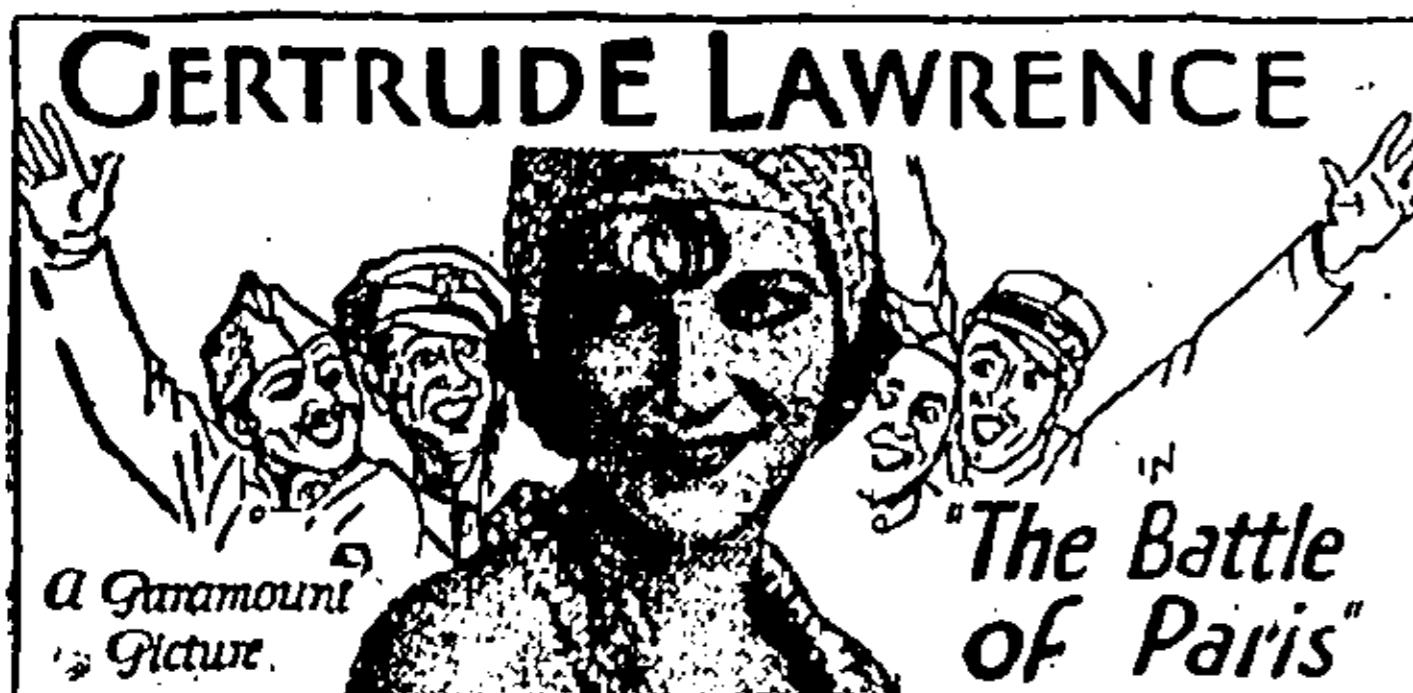
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Adventure! Youth! Love! In the Colourful, Gallant South! With Two Charming Screen Sweethearts and a Powerful Cast of Well-known Players. Roger's Greatest Love Role! From the Famous Booth Tarkington Novel "Magnolia"!

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# MAJESTIC THEATRE

Nathan Road, Kowloon.

## TO-DAY ONLY FLORENZ ZIEGFELDS "Glorifying American Girl"

with Mary Eaton

and a Galaxy of Broadway's  
famous Stars. A gorgeous  
and music extravaganza—  
revue romance.

### NEW SHIPS.

#### THE JAVA CHINA LINE'S TJSADANE.

On December 20th the motor passenger and cargo vessel Tjsadane, built for the Java-China-Japan Line by the Netherland Shipbuilding Co. (N. V. Nederlandse Scheepsbouw-Maatschappij) was launched.

The principal dimensions are—Length 458 ft. 4 in., breadth 62 ft., depth 38 ft. 6 in., draft 20 ft., displacement 10,150 tons. By six bulkheads the ship is divided into seven compartments, and the double bottom running the whole length of the ship is arranged for carrying water ballast.

Accommodation has been arranged for 40 passengers first-class, 42 passengers second-class, and 90 passengers third-class.

The propelling machinery consists of a Werkspoor diesel engine of 5,400 h.p., which will give the ship a speed of 18½ knots.

### ECONOMIC MISSION.

#### SIR ERNEST THOMPSON PAYS OFFICIAL VISITS.

Having recovered from indisposition, Sir Ernest Thompson, Chairman of the British Economic Mission to the Far East, accompanied by the Principal Secretary (Mr. T. S. Quintin Hill) paid an official visit yesterday morning to the Chairman of the Hongkong General Chamber of Commerce and China Association—Hongkong Branch—(the Hon. Mr. C. Gordon Mackie).

Subsequently Sir Ernest Thompson and Mr. Hill visited the Chairman of the Chinese Chamber of Commerce, Mr. Li Yick-mui, who was accompanied by the Vice-Chairman (Mr. Chau Yue-tung) and the Secretary (Mr. Chan Heung Pak).

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

### FANLING RACES TO-MORROW.

#### LADIES' EVENT ONE OF THE FEATURES.

[By "Ringtail."]

Although the weather is a little cloudy at the moment, some enjoyable sport should be seen at Fanling to-morrow, and a big crowd is sure to turn up to this popular venue.

Fields may be on the small side in some of the events, but this will be compensated for by the quality of the new entrants. The course could not possibly be in better condition, this being due to the light rains which have fallen during the last week.

A ladies' race will figure as one of the tit-bits of the meeting, and a very exciting finish should be seen, when some of our lady champions will be out to see who is the premier rider.

Mr. Stanton's Christmas Frolic should bring his master home in the hurdle race, as he is a firm jumper and can stay well.

My selections are:

1st Race.

Fanling Stay.  
Fernleaf.

Duke of Nieglung.

2nd Race.

San Francisco:  
As You Like It.

Blue Boy.

3rd Race.

Christmas Frolic.  
Young Pretender.

Sergeant Murphy.

4th Race.

Sunning.  
Done Again.

Hartford.

5th Race.

Chemal.  
Country Club.

Big Ching.

6th Race.

Christmas Belle.  
Marquis Hall.

Diana.

### PERSIAN WITHOUT PASSPORT.

#### TO BE EXPELLED FROM COLONY.

Sherriff Ahmed, described as a Persian, but who addressed the Court in Russian, appeared before Mr. Williams at the Central Police Court this morning on a charge of failing to have a valid passport.

Detective Sergeant Whant informed his Worship that the defendant possessed a Chinese passport issued by the Chinese authorities for one year, but it had expired.

In reply to his Worship, the defendant remarked that he did not have enough money to renew his passport.

It was stated by the police officer that the accused had come from Canton and was arrested at the Tokyo Hotel.

On the prosecution asking for a heavy penalty, his Worship sentenced the defendant to three months' hard labour, to be followed by expulsion from the Colony.

### BANK RETURNS.

#### NOTE & SPECIE FIGURES FOR JANUARY

The return of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1931, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie Amount.
Chartered Bank . . . . .	21,300,000	6,000,000
Hongkong Bank . . . . .	112,303,442	80,000,000
Mercantile Bank . . . . .	5,485,204	1,350,000
Total . . . . .	137,191,649	89,350,000
In addition Sterling Securities deposited with the Crown Agents are £1,225,100 with the Crown Agents valued at £1,225,100.		
In addition Securities deposited with the Crown Agents valued at £180,000.		

Other reasons were the selling broker who served successfully two masters, and the antediluvian methods of marketing tea in England.—Reuter.

London, Feb. 6.

Presiding at the annual meeting of tea-buying brokers, Mr.

J. J. Bunting expressed the opinion that the tea industry to-day was nearer to ruin than at any time in its history.

The causes included the folly of over-producing and lack of vision on the part of Growers' Associations with regard to their dealings with Russia eighteen months ago, when some 40,000,000 to 60,000,000 lbs. of tea might have been taken off the London market.

The only way in which Congress could take constitutional action would be by impeachment proceedings.

The Federal Power Commission was established in 1920 to supervise hydroelectric power plants and was originally formed of three members of the Cabinet who were unable to devote sufficient time to the work. Mr. Hoover decided to create an independent commission of five members whose nominations were approved by the Senate before the Christmas recess.

"I am advised," the President declared, "that these appointments were constitutionally made and that reconsideration by the Senate would be ineffective to disturb the appointees in their offices. I cannot admit the power of the Senate to encroach upon executive functions."

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The first act of the new Commission was to dismiss three subordinates who had failed to work harmoniously together. Two of these were in sympathy with the views of Senators belonging to the insurgent Republican-Democratic group, who, after protracted debate, secured a 44 to 37 majority for demanding the recall of the nominations of the commissioners responsible for the dismissals.

The President denounced attempts which had been made during the Senate debate to make him appear as the tool of the so-called Power Trust, whose sinister influence upon the Government will be heard of with increasing frequency as the 1932 election campaign draws near.

After receiving the President's message the Senate decided, by a 36 to 23 vote, to reconsider nominations.

The Princes called on the President of Panama and the Commanding General and Governor of the Canal Zone, and afterwards lunched with the British Minister.

After passing through the Canal, the liner will make for Salara on the north coast of Peru.—British Wireless.

### TENDERS ACCEPTED.

#### LATEST GOVERNMENT NOTIFICATIONS.

The Gazette notifies that the Government has accepted the following tender:

Motor spirit, P.W.D.—A.P.C. (for six months).

Clothing . . . H.K.V.D.C.—Suey Fung.

Boots, H.K.V.D.C.—Fook Sing.

Construction of vehicles for berthing, Kowloon.—Woo Hing.

Improving existing main roads for motor traffic, Kowloon.—Young Fat & Co.

Supply of prisoner provisions.—Hup Kee.

Cleaning Typewriters.—Ramsey & Co.

### FINANCE CRISIS IN AUSTRALIA.

#### CONFERENCE PRACTICALLY ENDS IN FIASCO.

#### SCORN OF EXPERTS.

Canberra, Feb. 6. Australia's finances are in a precarious state and a conference called to-day for the purpose of tackling the problem ended, more or less, in fiasco.

Mr. Scullin, the Federal Prime Minister, painted an extremely gloomy picture of the state of the country's finances in the inaugural speech at the gathering, which was a conference of Federal State Ministers, who assembled with the object of considering a three-year plan for rehabilitation.

Mr. Scullin said that some experts estimated that the total fall in the national income was at least £100,000,000. It was, therefore, essential to form a plan to deal with the short-term overseas debt which would be £55,000,000 at the end of February.

This sum, he added, was exclusive of the annual liability overseas of £34,000,000 in interest, which, owing to the unfavourable exchange, had been augmented by £10,000,000.

The Conference broke down before lunch.

Mr. Scullin refused to allow the expert officials committee to submit recommendations as he objected to their dictating Government policy. Mr. Scullin further said that no plan should include wage cuts.

The Premier of New South Wales, Mr. Lang, went further and said that he intended to raise wages.

The result is that the Conference is without a plan and there is no chance of the Ministers agreeing upon one.—Reuter.

#### THE EXPERT PLAN.

The report of the experts committee warns the various governments that the position is becoming increasingly serious and declares that the reality of public and private adversity must be faced.

The committee estimate that the deficit of all Australian Governments next year will be £25,000,000 unless remedial action is taken.

The experts point out that Australian stocks are now at a lower price in London than the stocks of South American republics.—Reuter.

### PLIGHT OF THE TEA INDUSTRY.

#### PLAIN TALKING AT LONDON MEETING.

London, Feb. 6.

Presiding at the annual meeting of tea-buying brokers, Mr. J. J. Bunting expressed the opinion that the tea industry to-day was nearer to ruin than at any time in its history.

The causes included the folly of over-producing and lack of vision on the part of Growers' Associations with regard to their dealings with Russia eighteen months ago, when some 40,000,000 to 60,000,000 lbs. of tea might have been taken off the London market.

Other reasons were the selling broker who served successfully two masters, and the antediluvian methods of marketing tea in England.—Reuter.

### PRINCES FLY OVER THE PANAMA CANAL.

#### FIRST ROYALTY TO MAKE THE FLIGHT.

London, Feb. 6.

The Prince of Wales and Prince George aboard the liner Oropesa arrived at Cristobal, Panama, this morning.

The Princes motored to Francefield, on the Atlantic side of the Canal Zone, and flew to Patillasfield on the Pacific Side, being the first Royalty to fly over the Canal.

The Princes called on the President of Panama and the Commanding General and Governor of the Canal Zone, and afterwards lunched with the British Minister.

After passing through the Canal,

the liner will make for Salara on the north coast of Peru.—British Wireless.

#### DRIZZLE OR MIST.

The local weather forecast to-morrow is:—N.E. winds, strong; generally overcast; some drizzle or mist.

### MR. BALDWIN'S LOVE OF RURAL BEAUTY.

#### HARESFIELD BEACON FOR THE NATION.

Mr. Baldwin, on behalf of the National Trust, on a recent Saturday attended the dedication for the use of the public of Haresfield Beacon, a spur of the Cotswold Hills, near Gloucester, once a Roman watch station.

The ceremony of handing over the title deeds to Mr. Baldwin was performed by Lord Dickinson of Painswick.

In accepting them, Mr. Baldwin spoke of his great love for "the unequalled, unexampled, and unparalleled beauty of the English countryside."

"We have become largely an urban folk," he continued, "but there lies deep down in the hearts, even of those who have toiled in our cities for two and three generations, an ineradicable love for country things and country beauty. To them the country represents eternal values and traditions from which we must never allow ourselves to be separated."

"We have to protect the countryside until such time as the education of our people has taught all to love the country in their hearts and soul. Modern transport has enabled all kinds of goods to be taken out of the district where they are produced and transferred into other portions of England.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 7th FEBRUARY, 1931.

*Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.*

## HONGKONG MOTOR ACCESSORY COMPANY

specialises in all kinds of  
ACCESSORIES  
and  
SPARE PARTS

Electric horns Body polish  
Brakelinings Hand jacks  
Lamp bulbs Foot pumps  
Tire patches Wrenches  
etc., etc., etc., etc.

"GORMAN"  
and  
"LUCAS"

storage batteries  
suitable for all motorcars, cycles  
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ALL AT ATTRACTIVE PRICES  
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### JOIN



THE HONGKONG AUTOMOBILE  
ASSOCIATION

A Few Advantages:  
10% Off Motor Car Insurance  
Free Legal Advice.  
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Free Mechanical Advice  
Reduced harbour transport Charges  
Associate Membership of the  
R. A. C. and A. A. London.

B. D. EVANS  
Hon. Secretary.

C/o "Hongkong Telegraph"

### NOTICE TO ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

### NEW DESIGNS.

#### Buick's Bold Step.

When entirely new designs are adopted by the average motor manufacturer, the changeover from the old to the new is almost invariably gradual. The new is generally at first offered for sale as an additional model to those with which the firm has made good its reputation and time allowed for the gradual disappearance of the latter from the catalogue as a measure of precaution. The new car may not be a success, either mechanically or financially, and the policy of transferring all the eggs simultaneously to one basket is never absolutely safe.

The makers of the Buick have taken the bold step of dropping all the six-cylinder models which have for so long been familiar to

### CURRENT COMMENT

#### An Unusual Request.

We understand that the Inspector-General of Police has invited the Automobile Association and the Chamber of Commerce to bear the cost of the traffic beacon near the Hongkong Cricket Club Ground, a matter of some £70 or so. We cannot quite appreciate the reason for such a request, neither can we see why the organisations concerned should be approached in the matter. Surely it is up to the Government to provide such modern necessities at its own cost without having to recourse to the issuing of appeals for free appliances. We can imagine some manufacturers of signals and beacons being quite willing to quote a specially low price, or even donate a few free samples in the interest of future trade, but we cannot agree that the Authorities should ask various sections of the community to bear the cost of modern improvements and safety devices. There is no telling where this sort of thing might not stop. After all, motorists pay taxes which are supposed to cover such expenditure.

#### Learners' Area.

A contemporary appears to be under the mistaken impression that Happy Valley is still used as a "learning area" for people taking up motor driving. This was stopped many months ago, the district where lessons may be taken being in the vicinity of Sookunpoo, Victoria Rd., Caroline Hill Rd., and Kotewall Rd. After a learner's licence has been in force for some time, permission is granted to drive anywhere between the hours of 6 a.m. and 9 a.m., and in the evenings from 7 p.m. to 10 p.m.

#### Lower Albert Road.

The work of raising the channels along the Lower Albert Road, from the Dairy Farm Corner to just beyond the junction with Upper Albert Road, is practically completed at the time of writing these notes, and an excellent job has been made of it. Previously, the filling camber to the channels was a real source of danger, and a number of mishaps were probably due to it, especially in wet weather. The work has been carried out with the minimum of delay, and traffic has been able to use the road during the time the work has been in progress.

#### Dairy Farm Corner.

The corner at the Dairy Farm is not only difficult to negotiate, but definitely dangerous, and it would be a good idea to take in a piece of the land on which the Bishop's House is built. A few feet off the bank, which is of little use as a garden, would effect improvement, and we imagine that the owners of the property would be only too willing to co-operate with the Government in the matter. The land is of little value, that is to say, the handing over of the site required, would scarcely affect the value of the site, and those who made it possible, would be doing a most commendable public service, probably saving serious or fatal accidents in the future. We earnestly hope that this suggestion will be adopted. Similarly, a few feet taken from the foot of Government House Grounds at the junction of Lower and Upper Albert Roads, would effect another much needed improvement.

British owners and substituting lights, and if one can judge from the showing on the road of the cheapest of the whole series their courage is likely to be rewarded. "I cannot recall," writes a critic, "any instance so striking of general all round improvement over previous designs as is to be found in this new Buick. It is absolutely different car from its predecessors, with a different character and different performance." —The Observer.

### TROLLEY BUSES.

No Trams in England  
in 10 Years.

#### EXPERT'S VIEW.

Mr. R. H. Wilkinson, General Manager of the Bradford Tramways, has predicted that there will be no more trams in England in ten years. There are no tramcars in Wolverhampton, but there is a system of trackless trolley omnibuses that is the envy of Municipalities everywhere.

Twenty-five years ago the Wolverhampton Corporation Tramways ran a motor omnibus, and in placing into service the first pneumatic tyred six-wheeled trolley omnibus in the World, the town maintained its reputation for transport enterprise. The Transport Committee to-day operates the largest fleet of trolley buses in England, and the Mayor of Wolverhampton—Councillor Allan Davies, who is Chairman of the Transport Committee—says that Municipalities throughout the country and indeed throughout the world who are thinking of replacing their tramways have sent Deputations to Wolverhampton to examine and report on the new type of Guy trolley bus which is standardised in Wolverhampton.

The Mayor says, "The operating costs of trolley omnibuses are less than those of petrol omnibuses. Last year's (1929) accounts show a reduction of 2d. a mile in favour of the trackless trolley. During the first complete year since the inauguration of trolley buses the trolley vehicles carried 23,176,998 passengers, and the omnibuses 16,522,399, the gross profit on trolley vehicles being £75,271, and on omnibuses £26,236, a total of £101,508, which is a good return on the outstanding capital account of £56,000."

Mr. Owen Silvers, General Manager and Engineer, says, "It was found that we could scrap the tramway track and pay a substantial amount towards the reconstruction of the road and institute a system of trolley buses for about half the cost of laying a double tramway track.

### VIBRATION FATAL.

Do Not Neglect Undue Shaking.

#### REPAIR COSTS.

Automotive engineers have spent years in their efforts to reduce vibration to a minimum and in this respect, the cars of to-day, are as different from the cars of a few years ago as a farm wagon is from a pullman car.

"The motorist who carefully seeks out the cause of vibration and remedies it immediately will save himself a lot of repair bills later on," states Mr. F. A. Hill of Duro Garage, Fisk Tire Dealer. "Wheels out of alignment" are a common cause of vibration and unless adjusted by an expert in regard to "camber," "caster" and "toe-in," will be apt to lead to the need of new king bolts, the bolts and spring shackles to say nothing of the damage that will be done to the tyres."

"In the well balanced smooth running motors of to-day, seemingly insignificant things can contribute to vibration," continued Mr. F. A. Hill. "Sometimes the bolts holding the engine-clutch-transmission units to the frame become loosened, or the fan may become out of balance due to the bending of one of the blades. Gas leakage may give one cylinder weaker impulses than others. A bent driving shaft, loose top and many other things cause vibration and for best service from your car and from your tyres all causes of vibration should be checked early and corrected as soon as possible."

### ROYAL COMMISSION ON TRANSPORT.

Tramways Out of Date.

### MOTOR TAXES FOR THE RATES.

Far-reaching recommendations for the national co-ordination of all forms of transport are included in the final report of the Royal Commission on Transport. They include:

- Rationalisation of road transport.
- Methods to secure increased use of railways for freight traffic to prevent unfair competition by road vehicles.
- Cheaper freightage rates.
- Trackless trolley-cars or omnibuses in the suburbs of London are out-of-date.

Among the Commission's recommendations are:

That a special system of licensing should be instituted for all long distance road haulage vehicles;

That the four railway groups should co-operate more closely in providing a better service without duplication or undue delay when passengers or goods change from one line to another;

That the railway companies should work more closely with road, canal, and sea transport, and that these services should be co-ordinated in every way possible;

That in the provinces and the suburbs of London trackless tramway-cars or omnibuses should, where possible, be substituted for the old-fashioned tramways with lines;

That more use should be made of the canal system, and that special consideration should be given to the needs of the farmer for marketing his goods quickly and at an economical rate.

The report is signed by all the members of the Commission, presided over by Sir Arthur Griffith-Boscawen, as were the two former reports, most of the recommendations of which have been included in the Roads Traffic Act.

#### Rationalisation.

Long-distance road transport vehicles are defined as those which travel more than 30 miles from their home town.

The name of the town of origin would be painted on the vehicles to enable them to be recognised.

This step would be the preliminary to the rationalisation of road transport, which at present is in the hands of hundreds of firms.

Methods, it is understood, will be suggested for securing increased use of the railways for freight traffic instead of the roads.

It is urged that the present use

# 1931 HARLEYS

Another Shipment 1931  
Harley-Davidson Combinations.

DUE FEBRUARY 13th.  
Per the "President Polk."

SEE THE NEW MODELS EARLY.  
The Gascon Motor Co.  
2, KWONG WAH ROAD.  
Tel. 56242 KOWLOON.

### MOTOR UNION INSURANCE CO. LTD.

Incorporated in England  
(Under the auspices of the Automobile Association)

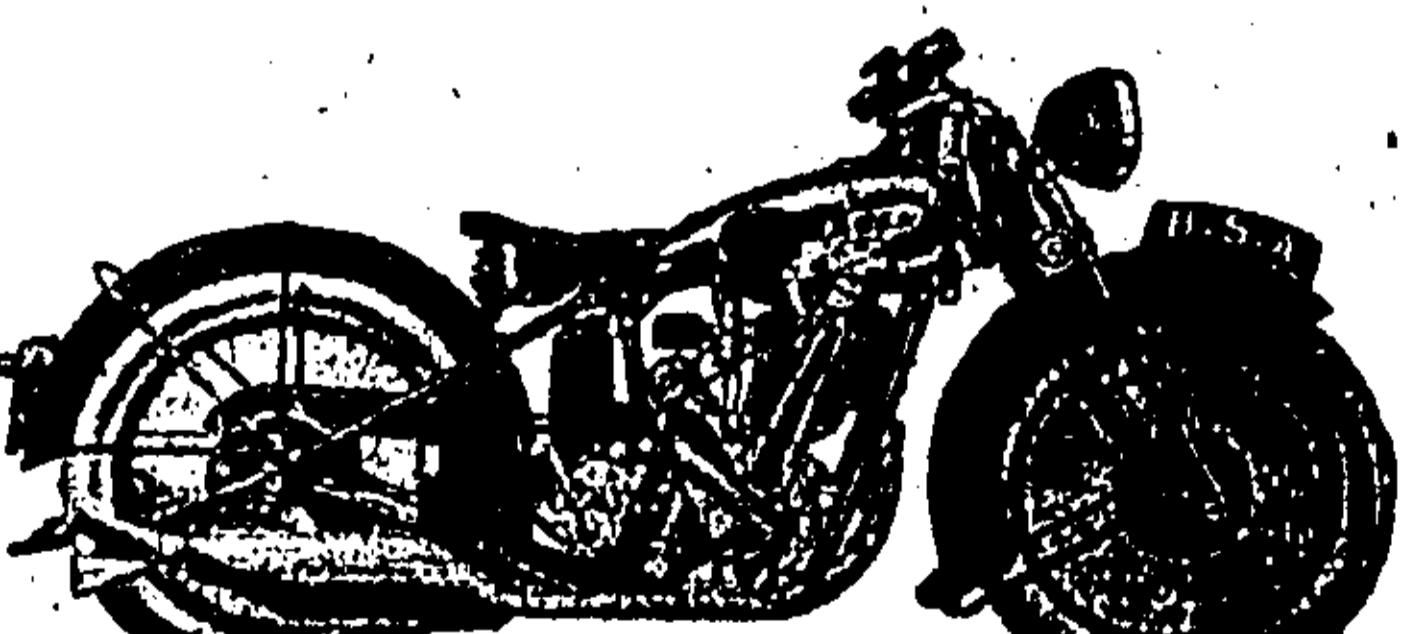
### GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H.K.A.A.

For full particulars apply to:  
THE UNION TRADING CO., Ltd.,  
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### 1931

### B. S. A.



Greater Motor Cycle Value  
than you have ever had



ADDITIONAL OUTSTANDING FEATURES:  
Instrumental Panel (as illustrated, above); Two-Level Petrol Tap; Oil Pressure Gauge, etc.

FOR POWER, SPEED, SILENCE, SAFETY, ECONOMY AND RELIABILITY.

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THE SINCERE CO., LTD.  
SOLE AGENTS.



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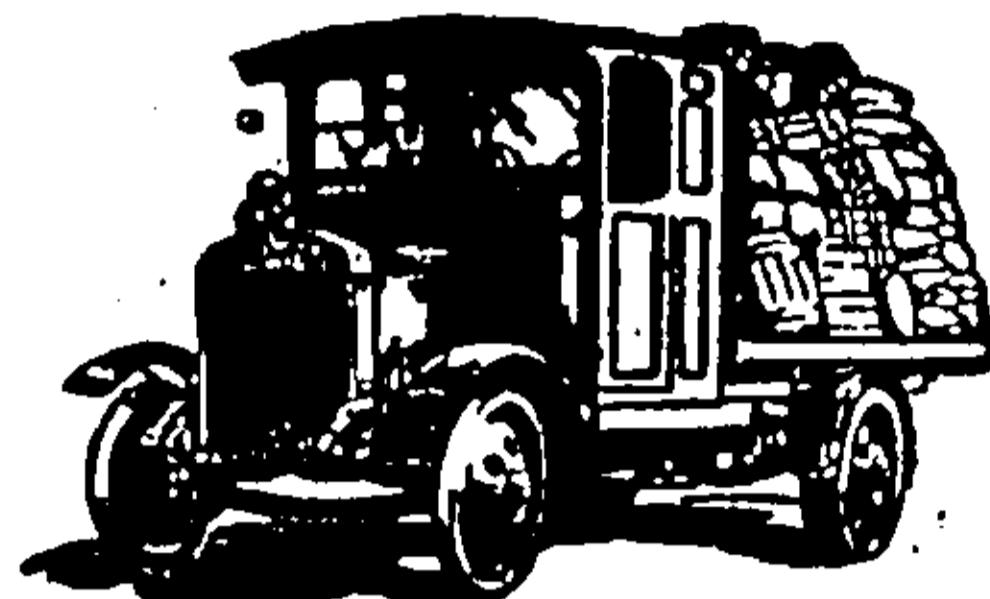
DEAL DIRECT.

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SIX-CYLINDERED

COACHES & OMNIBUSES  
MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



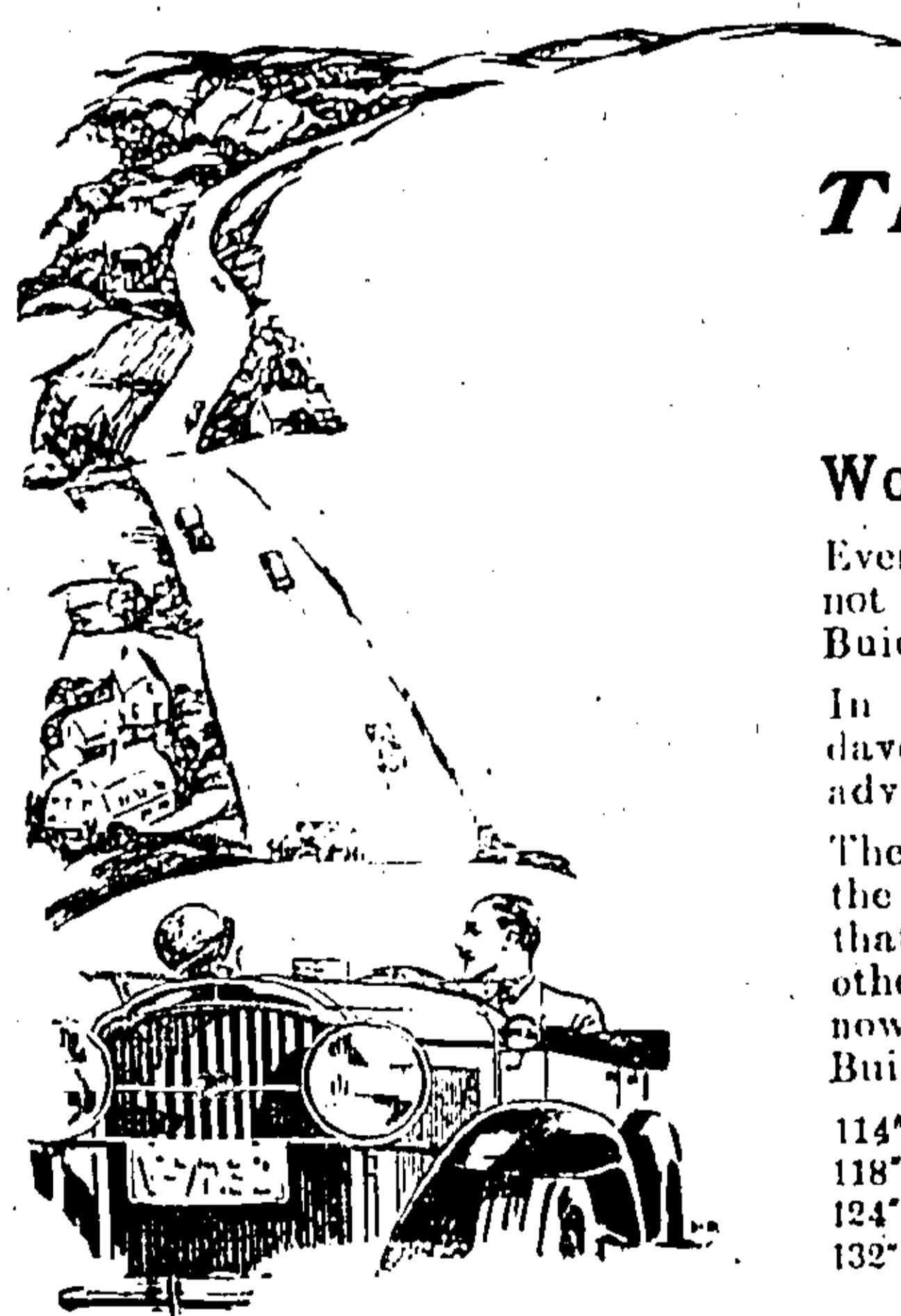
**4 or 6 Wheels**  
**4 or 6 Cylinders**  
**30 Cwt. to 10 Ton Loads**  
**20 to 70 Passengers**

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TRUST A THORNYCROFT WITH YOUR TRANSPORT



## The New BUICK 8

*The Eights with Buick's Prestige*

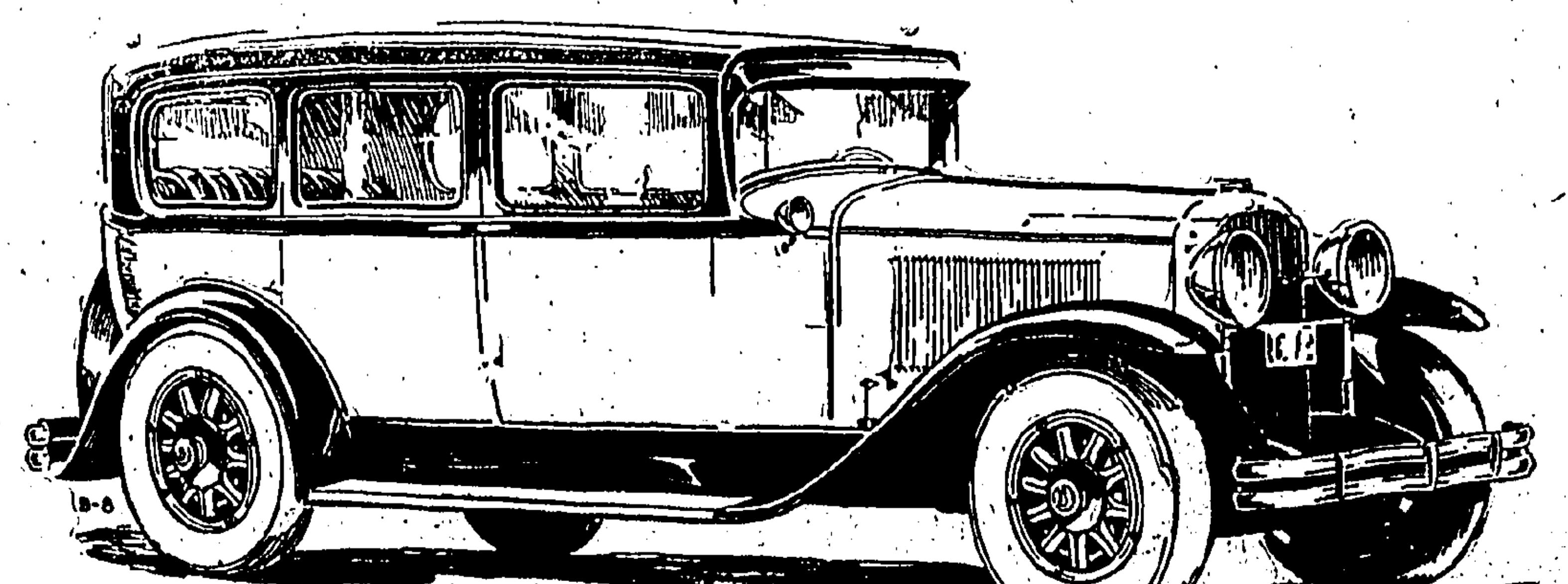
Worthy of the Confidence the Public has in Buick.

Even by paying thousands of dollars more for a fine car, you could not get more comfort and more thrilling performance than this new Buick gives you.

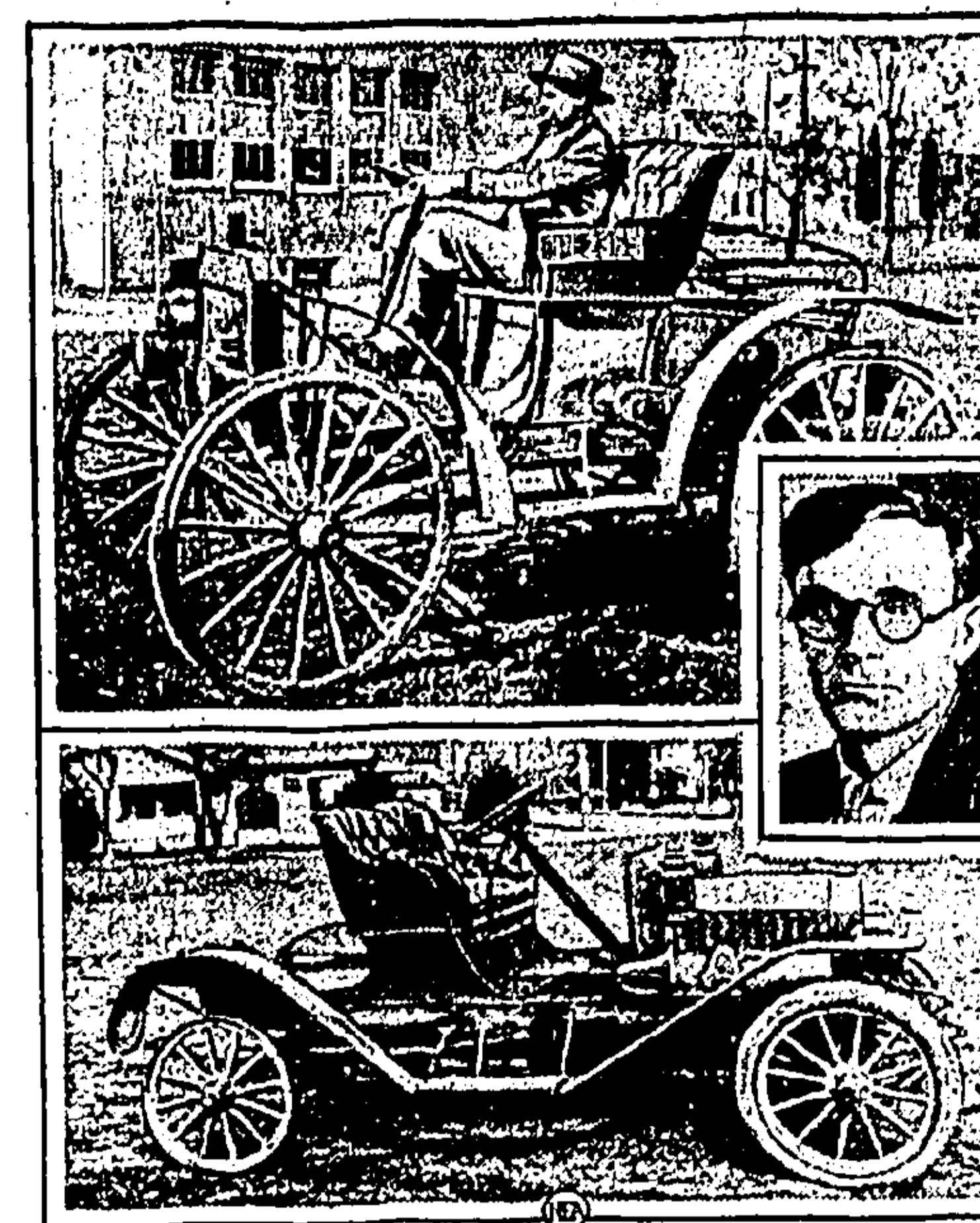
In addition to those fundamental features and advantages which have been characteristic of Buick for 25 years, you'll find the most advanced, approved engineering principles embodied in the new car. The synchro-mesh transmission with its high degree of perfection—the 8 cylinder motor providing the power, speed and dependability that you expect from the famous value-in-head type—and dozens of other outstanding features in chassis and body contribute to the now famous Buick slogan "When Better Automobiles are Built Buick will Build Them."

114" Wheelbase Buick Models	... ... ...	G\$1,530 to G\$1,655
118" Wheelbase Buick Models	... ... ...	G\$1,820 to G\$1,930
124" Wheelbase Buick Models	... ... ...	G\$2,160 to G\$2,195
132" Wheelbase Buick Models	... ... ...	G\$2,160 to G\$2,705

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.  
33, WONG NEL CHUNG ROAD, HAPPY VALLEY.

PRIVATE "CROCK" MUSEUM.



Maynard L. Gottenburg of Silverton, Ore. (inset), and two of his relics—the old Schacht Auto-Runnabout, at top, and one of the first Maxwells.

Silverton, Ore., Dec. 30.—While he has not had an up-to-date license plate,

"Runnabout" of Early Days.

One of the oldest cars Gottenburg has in his collection is an old Schacht Auto-Runnabout. It shows the first transition between the buggy and the automobile. Its only distinction from a buggy in appearance is the lack of a shaft and horse. After considerable inspection, a motor of the two-cylinder type is found hidden under the rear seat.

This was probably the first car to have a rumble seat, although it was not as luxurious as those of today. It was a real rumble seat, having the rumble of the motor directly underneath it. It consisted of a cushion on the cover of the wooden box that enclosed the motor and a tail-gate on which to rest the feet. Yet, such a seat was a luxury,

and \$25 extra was charged for it.

The motor was cranked from the rear—like twisting a mule's tail.

What Performance?

A sales pamphlet in Gottenburg's collection describes the car.

"Our car has 17 inches road clearance, which will permit it to travel anywhere an ordinary buggy will go," the pamphlet reads. "It will not buy them for resale. I think they'll be mighty interesting to the generation of the next 50 or 100 years. When I die I'm going to leave them to my two daughters, but with the restriction that they cannot be sold."

## AIR RACES TO THE EAST.

Deciding New Machines for the R.A.F.

## SECRET TESTS OF HIGH-SPEED PLANES.

Extensive plans for the complete overhauling of the Royal Air Force's machines are in course of completion.

Secret tests of several new types are being made by the Air Ministry to find successors to certain aeroplanes which—although only two or three years old—are now out of date.

Long-distance flights to the East, to be carried out in the New Year, have been arranged as final tests.

The preliminary examinations have narrowed down the number of possible successors to the famous "Southampton" flying-boat to four, and in March next the rivals will take part in a competitive voyage to Basra (Irak).

This will be the first time, incidentally, that a long-distance

travel muddy or sandy roads without the least interference, and with perfect ease."

Another "prehistoric" car in Gottenburg's collection of relics is a Brush, one which cut quite a swath early in this century. Its one-cylinder block has been frozen, cracked and welded. Yet, with a little coaxing, it can be made to run.

It is one of the first cars to adopt the left-hand drive. One of its features was "axles of sturdy hickory."

Gottenburg explains how he began collecting old cars.

## How He Got the Craze.

"I was snooping around a barn looking for a stick to stir some paint when I spied an old car," he says. "It was in an empty stall partly covered with hay. I made a close examination. There was something about that old car that took my fancy.

"I thought how nice it would be to have that old car. I sought out the farmer owning it and bought the car for a few dollars. Since that time I have been adding to my collection."

"I'm not buying them for resale.

A sales pamphlet in Gottenburg's collection describes the car.

"Our car has 17 inches road clearance, which will permit it to travel anywhere an ordinary buggy will go," the pamphlet reads. "It will

flight of different types of flying-boats has been essayed.

The four flying-boats are:

A Saunders-Roe flying-boat, fitted with three Jupiter "9" engines;

A Blackburn Sydney, with three Rolls-Royce "F" type engines;

A Vickers Supermarine Southampton, Mark 10, with three Jaguar "G" engines; and

A Short Singapore II., with four engines of the Rolls-Royce "F" type.

The Blackburn Sydney is a new departure for the Air Force, being a monoplane; the others are biplanes.

Two points which are being especially studied in connexion with the machines are their range of flying and their capacity for maintenance by their crews without the need for a repairing base.

The Saunders-Roe, it is known, can remain in the air for more than 14 hours, which is double the time of the "Southampton" machine at present in use. In practically every way, indeed, the new machines have so far shown immense improvements over their predecessors, and it is intended that they shall be employed much in the same way as is the cruiser arm of the Navy.

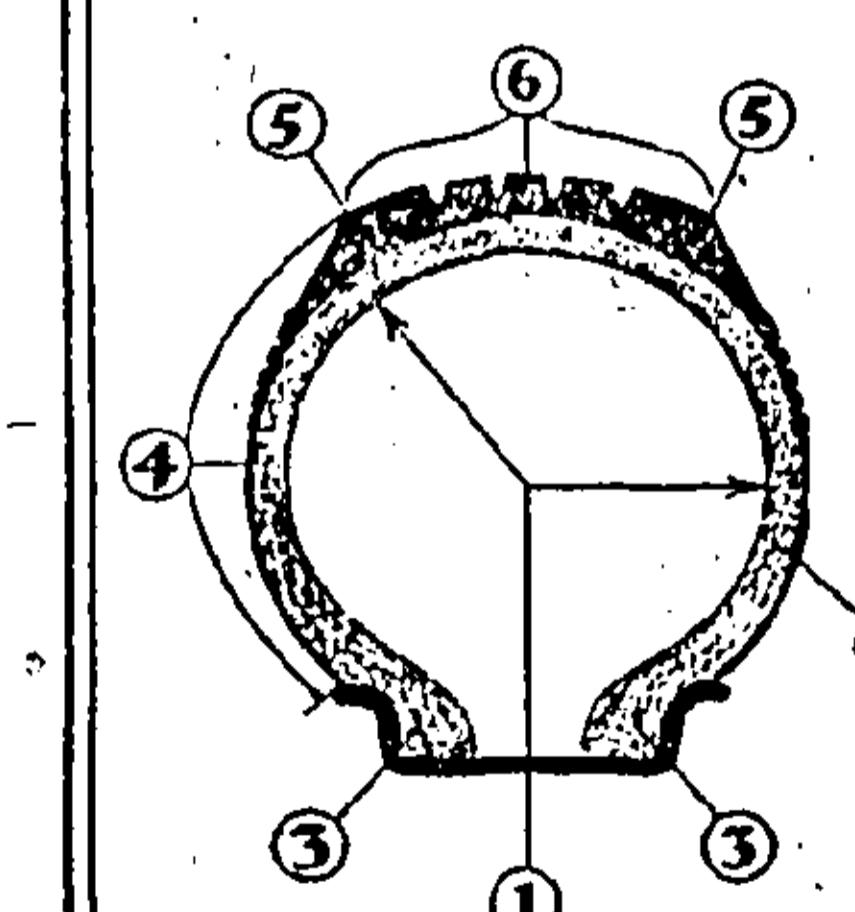
Another machine which is being carefully tested is the Short Cutty Sark Army aeroplane, for troop carrying. A flight of these, it is understood, is also to set out early in the New Year for Basra.

The flights will be manned by pilots from the Experimental Station at Felixstowe.

It is expected that by the end of 1931 the R.A.F. will be far and away the finest equipped force in the world, for tests of fighting and high-speed machines are being carried out in the same way.

The first speed law in the United States is thought to be that passed by the Boston board of selectmen in 1767, limiting traffic to a foot-pace on Sundays. It forbade "coaches, sleighs, chairs and other carriages" being driven at a faster speed than a slow walk, since to do so would interfere with Sabbath worship.

# The most Conclusive Evidence of SUPERIORITY--



... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Flak, each a First Quality, Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable bead and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

## FISK'S 7 POINTS OF SUPERIORITY

## 1. Larger Air Chamber

Carrying more air at lower pressure brings a wider and more comfortable ride. Comfort allows your car to ride less on the rubber and more on the air.

## 2. All-Cord Process

A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.

## 3. Multiple Cable Bead

Multiple Cable Bead gives added strength at the rim while increasing sidewall flexibility.

## 4. Increased Flex Area

Increased length of Flex Area at sidewall provides greater use of the air cushion.

## 5. Streamline Tread

The thin width of the streamlining allows the undercarriage tread rubber and sidewall to roll along.

## 6. Greater Road Contact

Results in better and more lasting road-holding qualities and ensures you of safe traction at any speed.

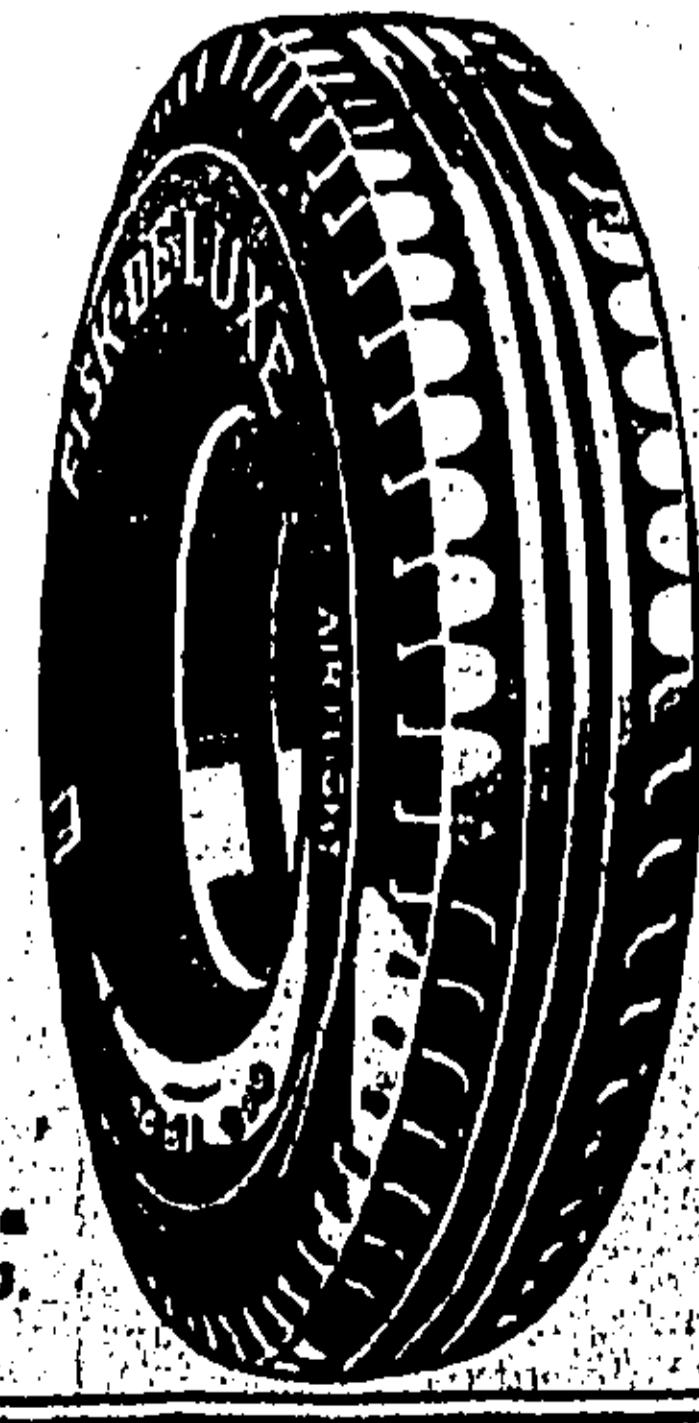
## 7. The Air-Flight Balance

The balanced balance between air and material achieves the maximum of air cushioning and rolling.

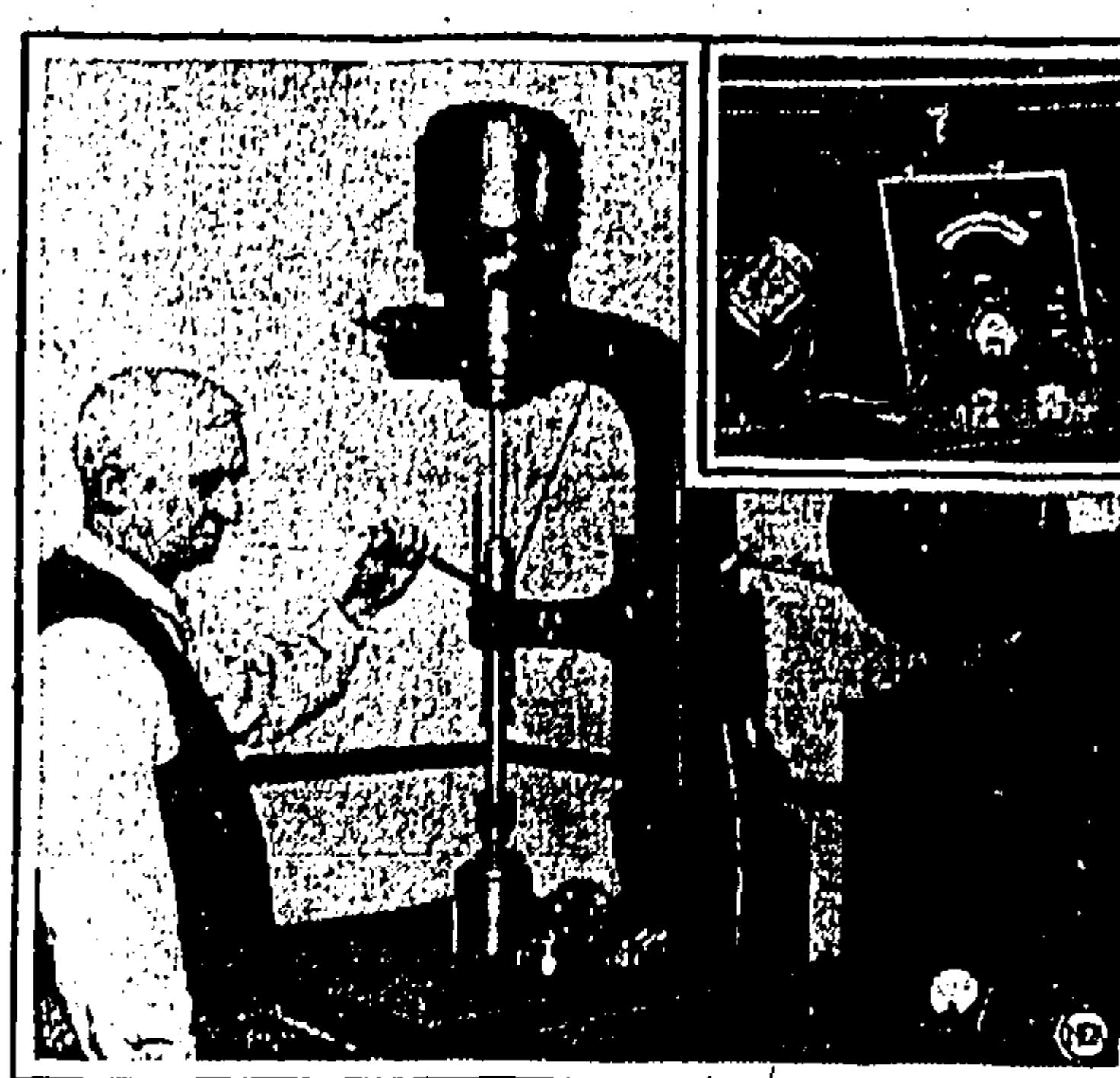
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## DEVICES THAT ASSURE ACCURACY.



Two devices that assure greater accuracy in construction of auto parts—the radio bearing tester and, inset, the electric gauge that measures to one one-hundred-thousandth of an inch.

[By Israel Klein.]

Detroit, Dec. 30.—Better automobiles at lower prices is the outstanding development in Detroit to-day.

The main reason behind this pleasing news is the introduction of machinery and apparatus that combine to produce modern cars in greater numbers than ever before and yet in a far more improved manner. Not only automatic tools and equipment, but easier means of checking con-tractional details to a finer degree have become regular routine practices.

One great plant so co-ordinates and times all operations that its production has been planned almost to the second. The entire control of this factory is done by electricity, by means of daily planning and scheduling and by constant contact with all departments through the electric teletype system.

#### Multiply Capacity.

In another factory, a new and larger automobile is made possible at a comparatively low price through such innovations as a huge machine that will work on several similar units at the same time, an electrical device that speeds up testing of the crankshaft, and other

electrical and physical measuring devices that guide parts checkers to a finer exactitude than they were able to attain heretofore.

Checking of moving parts in the engine is one of the most important processes in automotive construction. The usual allowance in measurement is only one one-thousandth of an inch, either above or below the specified dimensions. If a part be barely beyond this allowance either way it is discarded.

In addition, parts such as pistons, wrist pins and connecting rods are "paired" by weighing, so that all those entering a specific engine are sure to be balanced.

Dissatisfied with present precision gauges, electrical engineers have designed a device that will measure parts to within one one-hundred-thousandth of an inch. It works with a needle on a visible scale.

As a result, the checker is able to detect inaccuracies much more quickly and definitely. The device is now being used in the factories of one of the largest auto manufacturers, and soon will come into use in other plants.

In another auto factory a radio apparatus is used to detect unusual noises in bearings. The bearings are run in a special machine. Close

## SEVEN WEEKS' RUN.

## Stock Nash Cars Perform Well.

## OVER 50,000 MILES.

Kenosha, Wisconsin (Specif)—Using the wide open spaces of the western United States as a complete proving ground, Nash engineers have just completed a spectacular seven-weeks' open run which took six new cars of the Nash 1931 series, picked at random from the loading docks, over a total of 50,582 miles of the hardest driving available in the country. The cars came back to the headquarters with every performance detail checked and double checked with every ordeal which may be given them by the roughest motorist successfully completed.

The log of this interesting caravan run, which was made

by a loudspeaker that has been converted into a microphone, and this is connected through a radio amplifier to an ammeter which measures the intensity of the sound conveyed to it electrically.

The sound registered on this ammeter tells how true the bearings are and so enables the checker to discard bearings that, otherwise, he might have approved.

## Speed and Accuracy.

These are only a small proportion of the devices and methods used to foster greater accuracy in construction, improve the products and at the same time hasten the manufacture of automobiles.

In every plant the conveyor system prevails, if only in the last stages of assembly. But in some of the larger factories producing the more popular cars, there is practically no manual movement of parts from the very beginning of manufacture. This relieves the worker from heavy handling operations and enables him to devote his attention entirely to production.

Materials that go into the modern automobiles have been greatly improved in content and structure, yet with little or no additional cost.

This is why manufacturers have continued to reduce prices, or at least have not raised them already lowered prices, and yet have been able to furnish much better cars.

Competition in this industry has been in the form of improved time, labour and money saving machinery, rather than in direct price cutting without regard to cost of operation.

The new devices, besides enabling the production of better automobiles, have produced greater economies in operation that have been passed down to the consumers.

simply to prove that mass production of the new cars has accomplished the performance results that months of experimentation and thousands of miles of road work developed before production began, took the cars over every conceivable type of road, from 150 feet below sea level to 11,000 feet above and runs the entire gamut of temperatures which the new cars will be called upon to face.

Speed checks; cooling checks; power checks; hill climbs; mud, sand and pavement checks; days and nights of high, sub-taillined speeds; work in heavy traffic and scores of additional driving trials made up the trip and proved to Nash engineers that performance of the stock cars fully equals, and in some instance exceeds, the long series of road records made before the new series received the final okay for introduction in America last October 9th.

The six cars, taken from the shipping lines and given a nominal "breaking in", began their trek from Racine, Wisconsin. They

included models from the Eight-90, Eight-80, Eight-70, and Six-60—the four new Nash series. Piloted by members of the engineering departments of the Kenosha, Racine and Milwaukee Nash plants and accompanied by observers from the factory service department, the Seaman Body Corporation, and the factory sales department, they made the run to Denver, Colorado via the Lincoln Highway and Victory trail with a unit average of 46 miles an hour.

Six days were spent in the Denver territory in mountain driving and in altitude calibrations, with the cars negotiating such grades as North Cheyenne Canyon road, Look-Out Mountain, Bear Creek Canyon, the Lendville district, and other runs to 11,000-foot altitude points. All six cars, carrying some twenty members of the Nash sales organization in the Denver territory, made the climb to Echo Lake in high gear, afeat seldom equalled in Rocky Mountain runs.

The caravan then dropped down

to Colorado Springs and headed through mountains, sand and mud to Salt Lake, crossing the desert to Reno and continuing to San Francisco after exhaustive trials to prove cooling efficiency. At Fresno, two of the cars set new climbing records by scaling over the top of Toll House hill, which is seven and one-half miles hard pulling, in high gear.

After these hill checks, the caravan took the road to El Centro in the Imperial Valley and attacked the old ocean bed which lies 100 and 150 feet below sea level, in temperatures ranging up to the average summer heat in the middle west, before making a five-day run back to headquarters via El Paso, Dallas, Little Rock, Cairo, and the fast pavements of Illinois. Speed trials exceeding 80 miles an hour, and also long hours of sustained, high speeds were accomplished by all of the cars.

"These Nash check-up tests are unusually interesting, not only to our engineers but to everyone connected with the Company," C. H. Blas, Sales Manager, said after studying the complete driving report. "This one was made simply as a check-up on previous tests completed before production, and its object was to approximate the experiences of the average, hard driver of automobiles under all sorts of driving conditions and to satisfy Company officials that the performance of the new cars is fully up to the performance of the experimental cars. We use the open roads because no private proving ground in the world offers such a diversity of actual driving conditions nor all of the problems that arise before the average automobile owner."

"We are highly gratified by the official performance reports of these new cars, which so perfectly represent the new Nash deal for to-day's dollar. The cars came home after their hard ordeal in perfect condition, with finishes bright and attractive as new cars and with a splendid record of achievement and satisfaction behind them."

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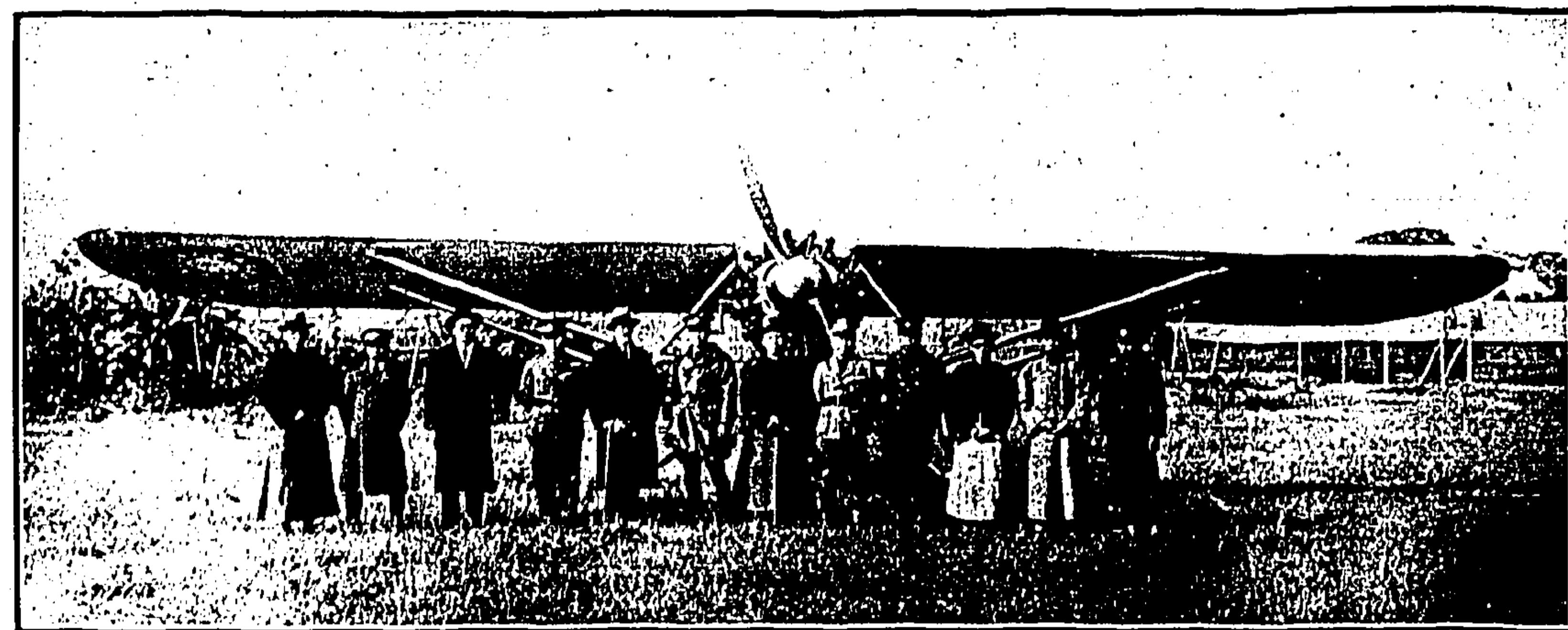
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February 7th, 1931.

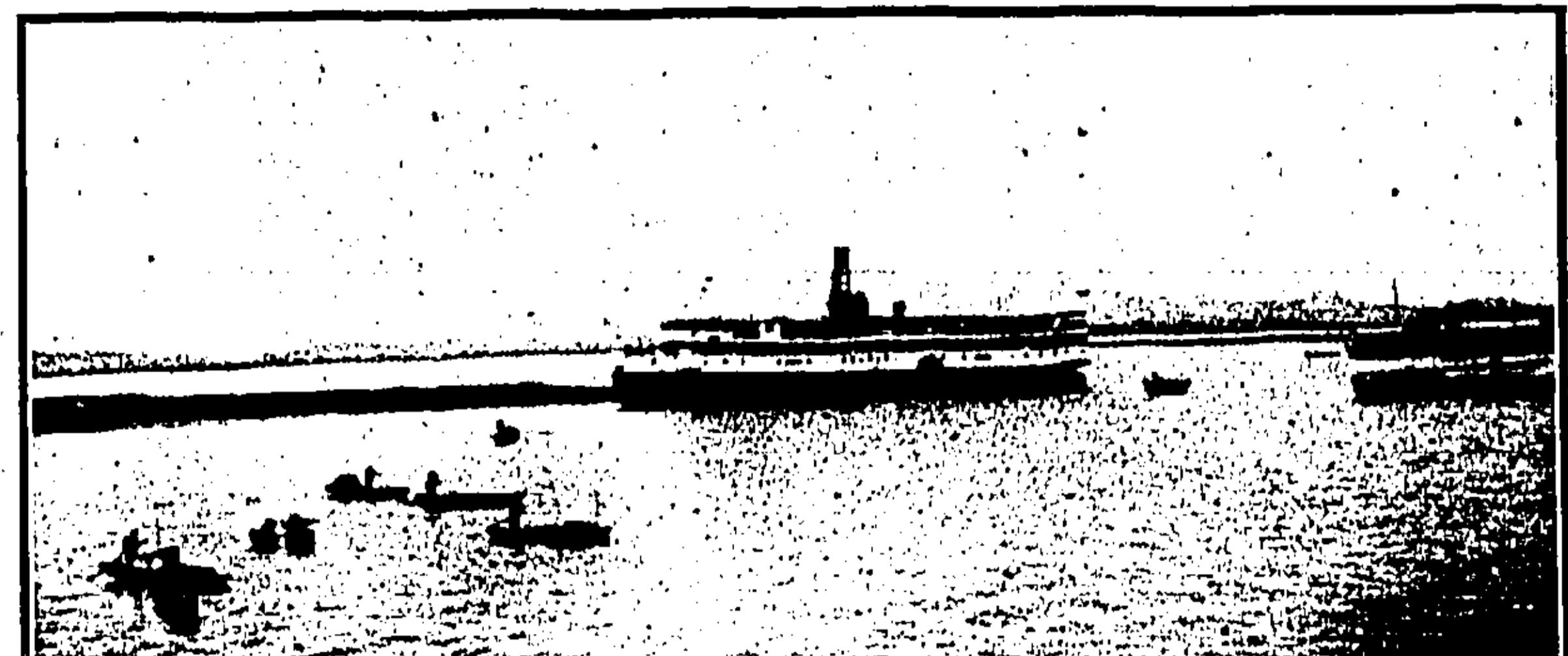
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This photograph was taken on January 16th, on the occasion of the inauguration of the air mail service between Canton and Wuchow. The Canton Aviation Bureau intends to extend air mail lines to all important points in Kwangtung in the near future. (Photo by courtesy of the Postal Commissioner).



The river steamer Charles Hardouin is shown in top picture aground near Whampoa. Below, passengers are seen being transferred to the s.s. Kinshan. The stranded vessel was refloated two or three days after the mishap.



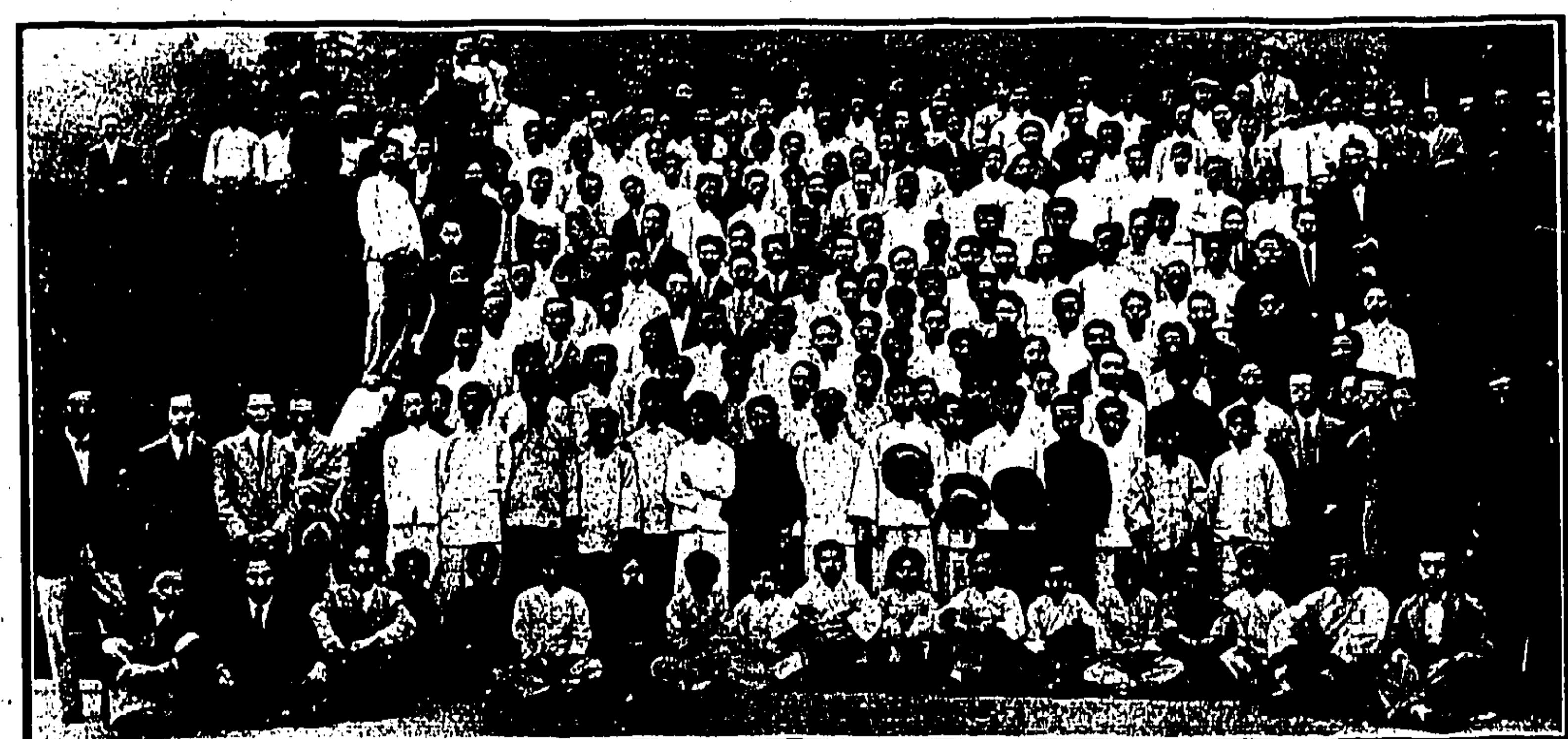
Snapshots taken on the occasion of the annual inspection of the Hongkong St. John Ambulance Corps, at Caroline Hill, this week. His Excellency the Governor is seen inspecting the Nursing Division on the left, whilst on the right he is presenting awards. (Photos: A. Fong).



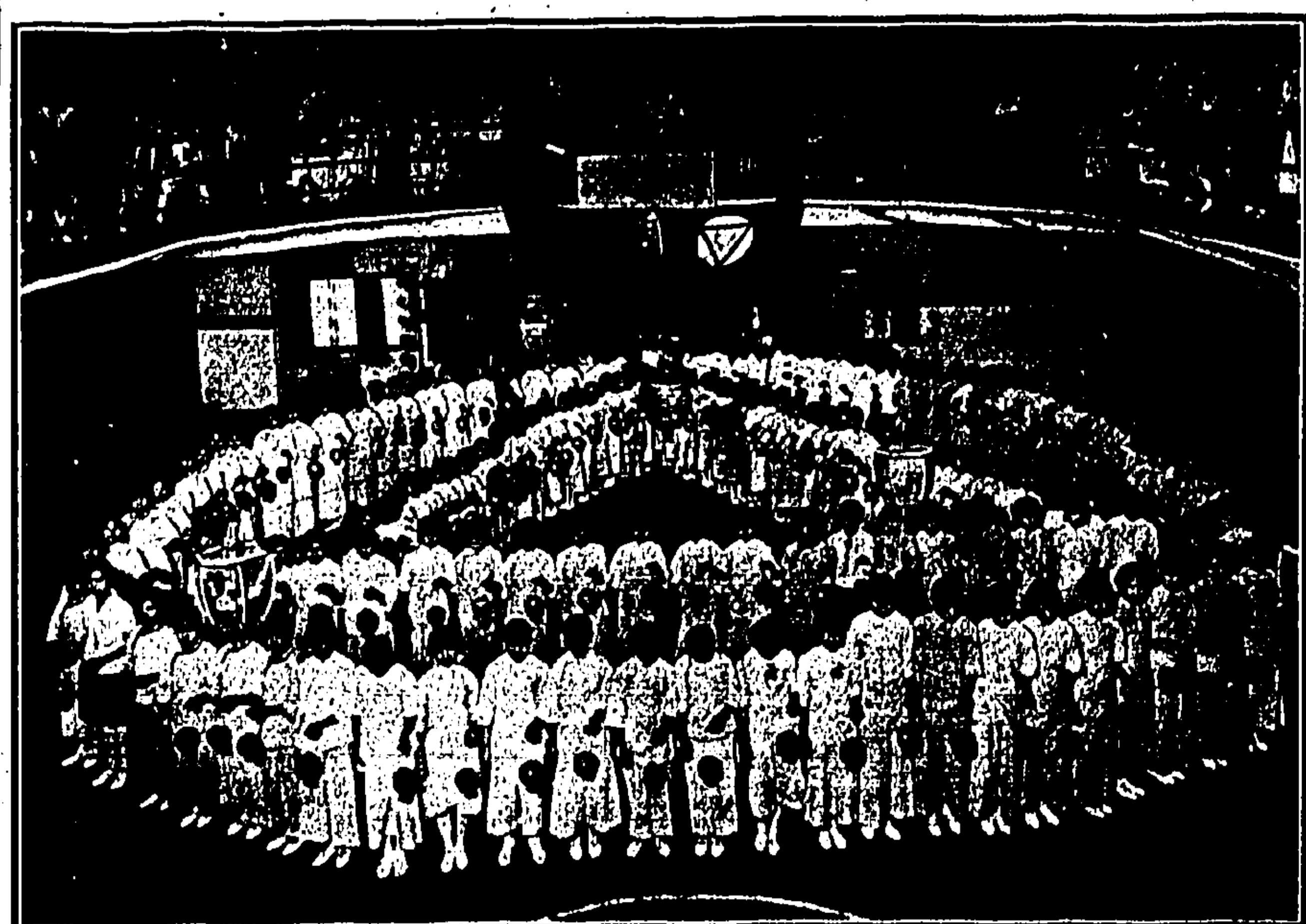
Bridal group taken after the wedding last Saturday of Mr. Chiu Tin-shui and Miss Li Hop-yeo. The marriage took place at the Roman Catholic Cathedral. (Photo: Mee Cheung).



Incidents in the Lai Wah Cup final, in which the Chinese defeated the Civilians. Left shows Li Wal-koon scoring the second goal. Right, Segalen Ioo Ite in a contest for the ball. (Photos: Mee Cheung).

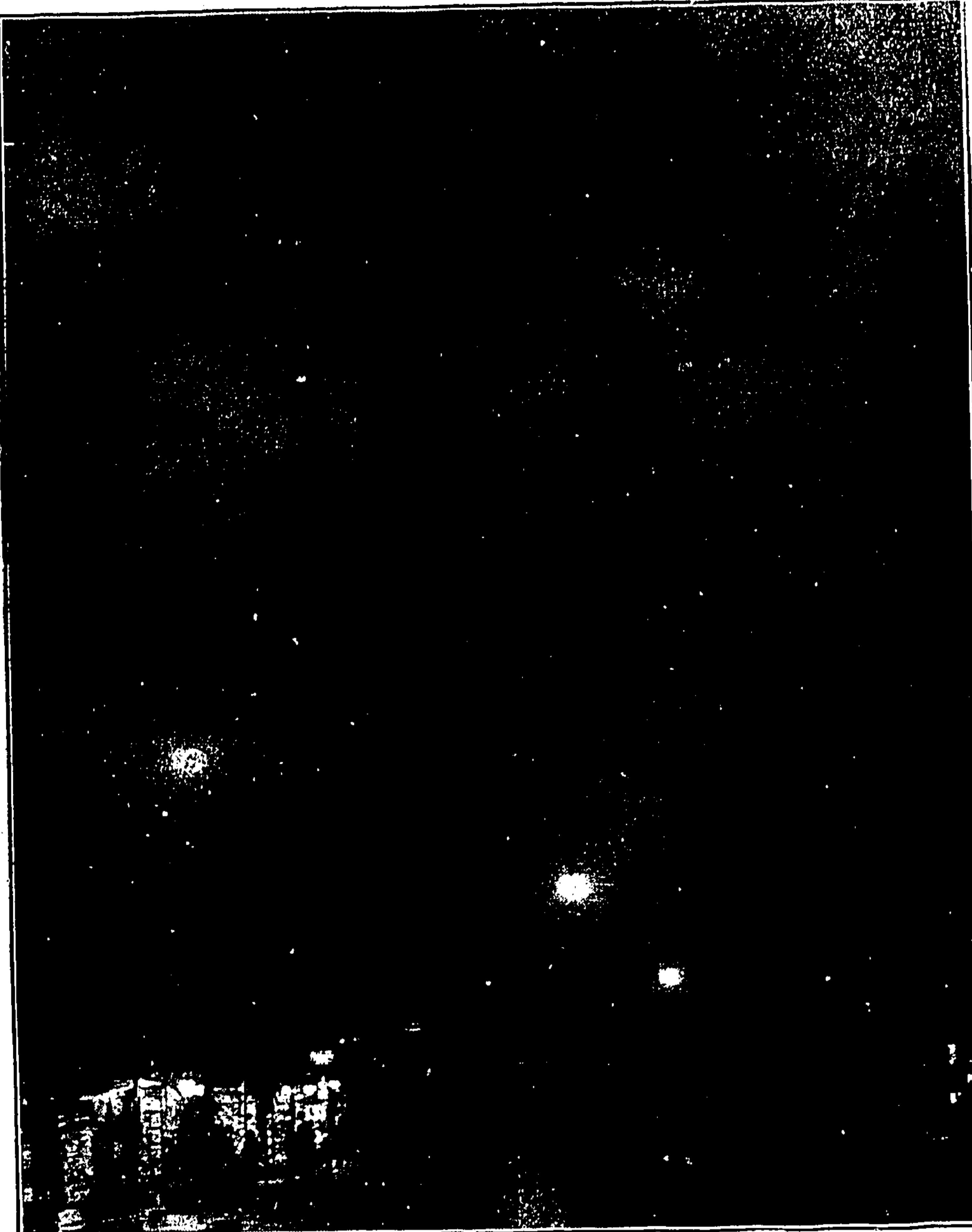


This picture shows the staff and students of the Ilwa Nan College, which is amongst the newer educational institutions of the Colony. It was taken in the Public Gardens recently. (Photo: Mee Cheung).



This striking display shows the Girls' Department of the Y.W.C.A. ending their year with a joint rally of all Wu-Kwong Clubs by the presentation of a lantern ceremonial in the Y.M.C.A. gymnasium last Saturday. (Photo: A. Fong).

## CENTRAL LONDON IN A FOG.



The City and the outskirts of London were recently enshrouded in fog, and our picture, taken during the early afternoon in Ludgate-Hill, showing St. Paul's Cathedral in the background, gives an impression of the gloom which hindered the busy Christmas traffic. (Times copyright).

LITTLE PRINCESS ELIZABETH.  
BEING WELL TRAINED IN REGAL MANNERS.

Princess Elizabeth, the baby granddaughter of King George and Queen Mary, is being strictly trained in regal manners.

Punctuality, for instance. If punctuality is the courtesy of kings, King George V is the most courteous gentleman in the world. When it is announced that he will open some governmental affair at noon, it can be relied upon that as the bells of "Big Ben" boom out the noon hour, King George, in simple morning attire, will be seen quietly advancing into the conference chamber. When the bells cease to sound, he will read his speech, gravely bow to the assembly and promptly leave, so that the delegates can get on with their business.

Must Obey her Nurse.

This royal punctuality is being taught Princess Elizabeth. If she is to breakfast at 8:30 in her nursery, there is no lying in bed for an extra wink of sleep or a stolen snooze. She gets up and is seated at table at 8:30. Royal princesses must learn consideration for servants who are told to prepare certain things at certain times.

So also in the evening, no matter how fascinating the romp she is having with her mother, the Duchess of York, when nurse appears in the doorway and says: "Bed-time," the baby princess toddles off without a murmur.

Then, there's courtesy to the public. Unlike so many royal couples—who, by the way, lost their thrones—King George and Queen Mary, while always remaining dignified and conscious of their position, always have appreciated what is due the public. When they drive out in their car and are saluted by groups of people, they are most punctilious in returning the salutations.

Waves to other Children.

Princess Elizabeth did not have to be taught this consideration for



Princess Elizabeth, the granddaughter of King George and Queen Mary was receiving a lesson in how to act at public functions when, as you see her below, accompanied by a nurse, she arrived at the Royal Tournament of Olympia. The upper picture shows her playing with her dog in the garden of the home of her parents, the Duke and Duchess of York.

others. It came naturally to her. When she goes for a ride in the London parks, her animated little face is glued to the window panes and when little girls and boys wave to her, she waves excitedly back.

Princess Elizabeth has not actually begun her schooling as yet, but the other day when Queen Mary was out shopping she bought some charming little books for children—in French. They were for her grandchild's Christmas stocking. That, of course, means that soon the little girl will be having a French governess, and will learn French without even knowing that it is a lesson.

For royal children must be linguists. Before long Princess Elizabeth will be speaking not only English and French but, perhaps, German or Spanish. And then, of course, will come real lessons. There is no royal road to knowledge and she will have to study just as other little girls and boys do.

Exclamation Denied Her.

Just as her grandfather is the first gentleman of the land, so Princess Elizabeth, if she ever mounts the throne, will be the first lady of the land. So already her manners are receiving careful attention. From somebody she picked up the habit of saying "My goodness." She was told that this simply was not done. One day when she was entertaining her grandfather, after his long and painful illness, the King left the room for a moment and did not close the door. She promptly told him about it. She had been taught that one closes a door after one.

The little girl does not know it yet, but she is the subject of an enormous amount of public attention. A great deal of this is, of course, due to the fact that only three lives stand between her and the throne—those of her grandfather, King George, her uncle, the Prince of Wales, and her father, the Duke of York. So some day England may have a second Queen Bess—the first one having been that Virgin Queen who presided over England's destinies in

## GLENN TRYON.

## Acts to Live, But Lives to Play.

When is an actor not an actor? "When he is a hunter, fisherman or carpenter," declares Glenn Tryon, who is all of these rolled into one.

Glenn acts for a living, but he likes to hunt, fish, potter around his little carpenter shop and play with his dog, Toby—to say nothing of enjoying life in general with his pretty little blonde wife.

We spent the greater share of an afternoon at the Tryon home up in the Hollywood hills a few days ago and the subject of pictures wasn't brought up a single time. But Glenn did put Toby through his tricks. He did display his new big game rifle which Mrs. Tryon had just given him for his birthday. And he did show us the new house he is building for the dog. He has a little workshop fixed up in the basement of his home and it's there that he can be found most of the time when he isn't acting—unless he's pulling weeds out of the garden.

Perhaps it is Glenn's antipathy for continually discussing himself



Glenn Tryon and his dog, Toby.

and pictures that has kept him from stepping into the front rank of filmdom's celebrities. If so, he deserves commendation. There are too many persons in Hollywood now who can eulogize for hours when the subject is "I." But at the same time his reticence is bad from a business standpoint. Hollywood folk just don't understand actors who don't talk about how great they were in this or that picture.

But with all of that Glenn has made a success of his career as an actor. With life on Montana cattle ranches plus a few months in tent shows as his only background, he invaded New York and in his own words "fasted and feasted" for several years before he really started to "get by" on the legitimate stage and in vaudeville. Then he came west again, made several comedies for Hal Roach and then signed a five-year contract with Universal.

That contract having just been completed, Glenn has decided to take a fling at the free lance racket for a while and see how he likes it. With production so slow in nearly all studios at the present time, he is apt to have tough sledding for a few months. But since we are right in the midst of the hunting season, that's the least of his worries right now, especially since he is confident that by the time he gets his fill of hunting there will be a job awaiting him.

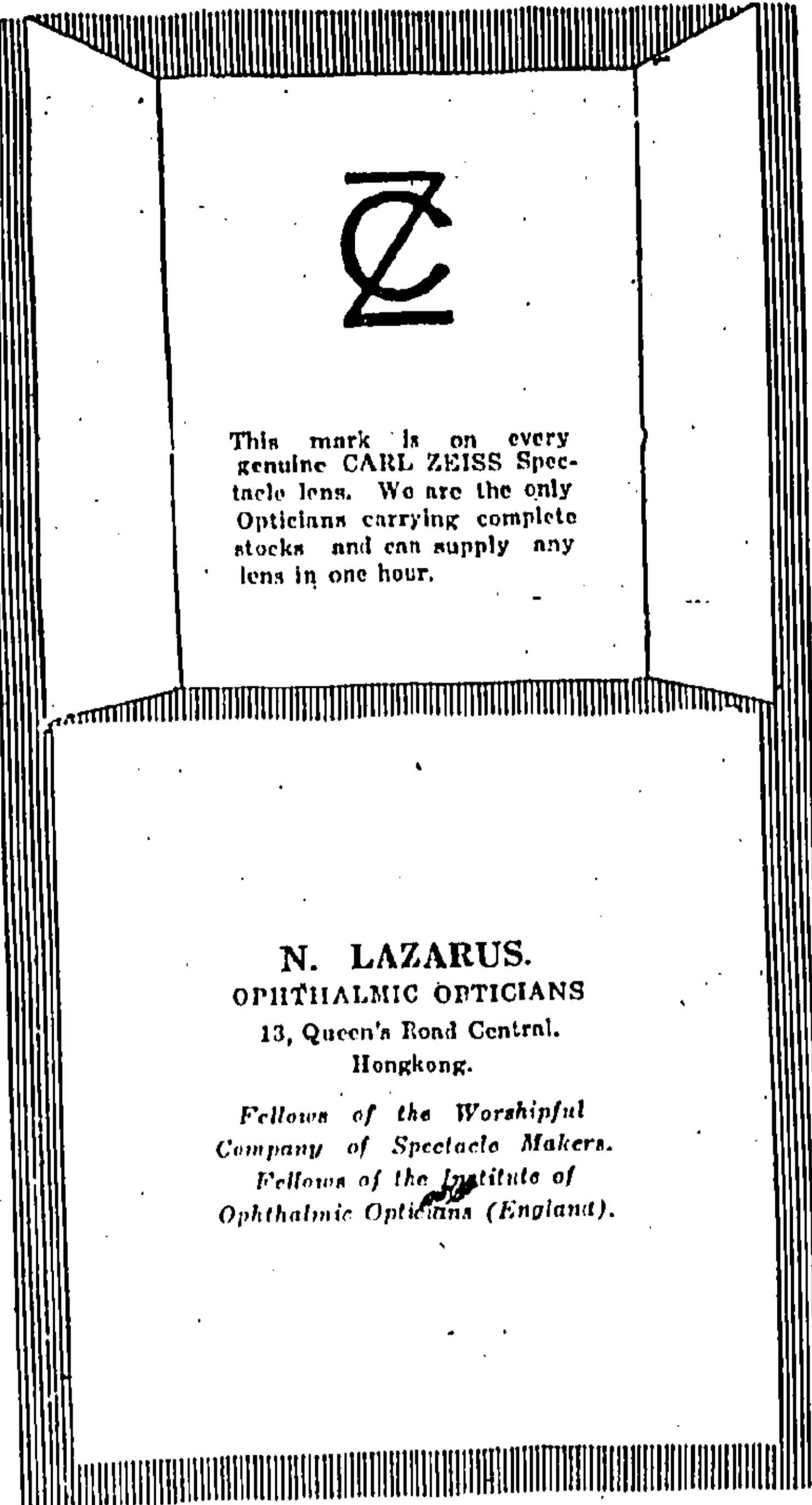
the spacious days of Shakespeare and Drake.

The newspapers have discovered that their readers like to see things about the child, so all her doings are fully detailed. For a time several London newspapers made it a habit of having a daily story about the Princess. Now the Duke and Duchess of York have established not a palace, but a real home in Piccadilly, and they do not encourage gossip about their little girl.

Biography Already Written.

Another extraordinary sign of the immense interest the public has in the child is that all records have been broken in that, at the age of 4, a book of biography actually has been printed about her. A young lady, formerly attached to the household of the Duke and Duchess, has written it with the sanction of the royal pair. And there has been a very large sale to parents who want to read it to their own children.

In other ways the little girl has impinged upon public life. It would be a hopeless task to try to estimate how many girl babies in the last four years have been named Elizabeth because that is her name. Then, too, the other day a great institution was named for her—the Princess Elizabeth Hospital for Mothercraft Training. It is located in London, and the Duchess of York showed her appreciation of the compliment by formally opening the place.



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Betty Boyd is the latest Hollywood luminary to be married. She has just become the bride of C. H. Over, of Los Angeles, reputed heir to a large fortune.

# Here Are the New Styles in Yellow



I. before the war dresses favored flounces, and so will you when you slip into this yellow frock with its pleated all-around skirt

II. you can lose the match and still be a winner in this yellow chartreuse, which buttons up the front, gilet fashion.

In the front of the V that the fichu makes at the neckline, there is a little netting and loop of dark brown ribbon and two little flowers, one the color of the dress, the other a delectable pink.

Under the crown of the brown hat are two of the same flowers, making a costume of the little frock.

If you are going south, you will want and need all of these costumes. If you are staying home, look them over and, with an eye to the future, add one or two to your wardrobe while the getting is good.

V. SINCE first thoughts of spring bring to mind leisure moments, you may want to consider pajama suits.

A lovely new golden beige suit is made of a pebbly spun rayon that is non-crushable. The trousers fit the hips very snugly and have broad lower width. They fasten onto a sun-back blouse of yellow beige and soft blue striped silk.

The coat is hip-length, tailored semi-fitted, with patch pockets lined with the blouse's stripes. Atop it is a Vaille brach hat banded in the blue and golden beige of the suit, a charming color scheme against sands.

The vague for pajamas is proving a lasting one, due partly to the fact that they are serviceable, but even more so, to the rather intriguing audacity which they give to their wearers. No matter which skirt era, the short or the long, was most becoming to a woman, she finds that pajama styles are flattering.

Rayon is especially desirable for pajamas, as it will not muss, no matter how much you sit around the beach, or how many games you enter during the morning hours. You will be just as fresh for lunch, in case you haven't time to change, as though you stepped out of your room when the clock struck one.

Rayon also has a sheen which has an attractive effect upon its colors. When it comes in gold it is a little dazzling. Blue, which is used as a decorative color, helps to tone down the glamour, adding a distinctly feminine touch at the same time. Sun-back blouses continue to be the style, and here again the color is in harmony with a sun-tinted skin.

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Burdino's,  
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Wherever you go,  
whatever you do,  
you simply must  
know that yellow  
will be fashion's  
favorite color in  
the spring of '31



III. you will come much nearer going around in par if you let this two-piece yellow sports suit brighten your golfing moments.



IV. this yellow tea-gown ties its fichu collar in an intriguing sash, quaint, but appropriate at candle-lighting time.

V. don't believe it when they tell you that everything which glitters is not gold... for this lounging pajama suit is golden beige and it glitters a-plenty.

**I.** If your wardrobe begins to show a yellow streak, it is a lucky-sign. Yellow promises to be the rage for early season wear, judging from the predominating place it holds in the southern resort clothes. And of course Palm Beach clothes are the things that are worn everywhere, just a little later!

Materials are quite as important as color, you will find. Spun rayon fabrics are now in the usual register, and if you want to travel in good company, you will travel in them.

You can get the most beautifully "crunchy" spun silky, fluffy as wool, light as a feather and made with a charming low luster.

If you have in mind golf, tennis, motorizing or just tramping, these things will please you. Also, if you have in mind looking lovely in the office, a few yellow togs in this material will set you up, not only in your own estimation, but in that of others.

There are other weaves quite as enchanting. You can have sheer basket weave, corded and flecked spun rayons that have the delicacy of chiffons with the backbone of organdie. And there are nubby and ribbed materials that will delight your feminine heart.

**II.** THIS is the time of year when you are apt to be wearing about the house much-worn and much-laded frocks from last summer. With new Palm Beach thins in all the stores, why not brighten up your home hours and your family life with a new frock or two?

One of the sweetest of these little wearabout frocks is a sun-yellow spun rayon fabric that has a little open work facsimile in it, in floral design. It gives it a lacy look, and a sweet one.

This frock has several new style points that are well to watch. There is a pleated all-around flounce, like those worn before the war, and the advent of straight-line frocks.

There is a pointed motif that tops the pocket and edges the arm holes in a new and charming manner. The banding around the neck has points around its outside, though a plain line at the neck.

**III.** IF you prefer your blouse over, rather than under your skirt, you will be interested in a nonchalant little tennis frock that wears its blouse this way.

It is a chartreuse yellow and brown sponge combination, its patent leather belt and the grosgrain ribbon and patent leather trim of its hat being brown.

The skirt has pleats all around, widely spaced, and stitched well below the hips. The sleeveless blouse looks like a little gilet, with pearl buttons up its front, a wide facing at its neck and little tucks radiating from this facing. It has rounded front edges, a smart new note.

**III.** USEFUL for golf or work is the smart two-piece sports suit made of a basket weave rayon and cotton shirting in a new yellow tone that has a lot of gray in it and is flattering as can be to brunets.

This suit has a modified polo shirt tucked-in blouse, and you button it up the front with pearl buttons, as you do the skillfully-tailored skirt which has a fitted yoke and double box pleats at the side of both the front and the back panels.

A hat of bangkok is the same new yellow, with a touch of off-black in its velvet trim.

This is really a new shirtwaist suit because its blouse is made fast to the skirt at the belt line and then a separate belt fastened to cover it. It is the type of frock that we will see more and more of as the season rushes along.

**IV.** PLAY clothes grow more important in this social life that winter has increased. Every one of you probably would welcome another tea frock of some kind, the type of "little dress" you could wear to a tea-dance at a hotel.

One that has charming simplicity and real beauty is a pastel yellow mirage, a transparent rayon crepe with a lace stripe in it that adds festive appeal.

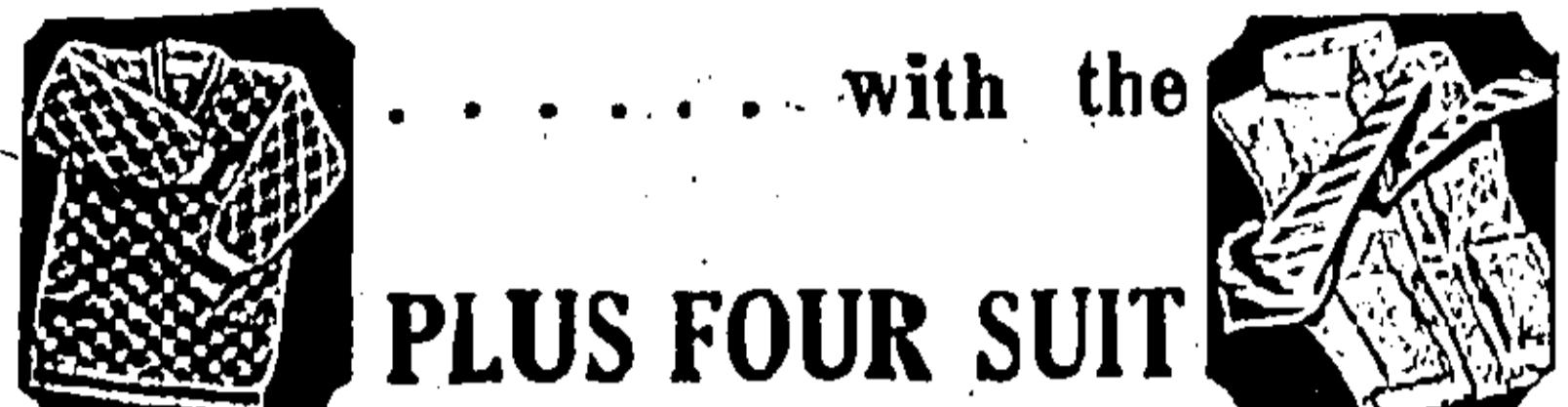
This yellow tea dress is quaint in its simplicity, but very modern in its beauty. It has the new double flounced skirt, each flounce headed by a ruching of self-material.

There is a fichu collar that crosses, in the manner of Priscilla's day, and ties in the back in a sash.

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Pau Ka-ping, the Chinese goal-keeper, is here seen taking charge of the Lal Wah Cup after it had been presented on Saturday by Mrs. R. H. Kotewall, who is seen with bouquet. (Photo: Mee Cheung).



His Excellency Governor interested in a first-aid demonstration at the annual inspection of the St. John Ambulance Brigade at Caroline Hill. (Photo: A. Fong).



Little students of the Italian Convent are here shown in one of the items in the concert which they gave at the annual distribution of prizes recently. (Photo: Mee Cheung).



Characters in the operetta, "The Five Continents," which was one of the features of the concert given by pupils of the Italian Convent School at the annual prize giving. (Photo: Mee Cheung).

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Fair members of the cast of "Shanghai Lights," an entertaining musical comedy to be produced by the Shanghai A.D.C. in the New Lyceum Theatre shortly. Left to right: Miss Violet Richards, Mrs. B. Harvey, Miss Beth Smith Wright, Miss Ann Watson, Miss Phyl Wallwork, Miss Rosemary Taylor, Miss Hilda Walters, Miss Doris Landers, Miss Agnes Gilmour, Miss Millicent Mason, Mrs. Carol Bateman, and Miss Phyllis Gray.



Members of the cast of "Shanghai Lights" to be produced shortly by the A.D.C. at the new Lyceum Theatre. Left to right: Messrs. J. H. O'Grady, E. Smith Wright, W. A. Scott, W. Baumann, E. C. Inston, L. M. Bell, K. O. Boyd, J. D. Fyfe, and F. E. Mann.

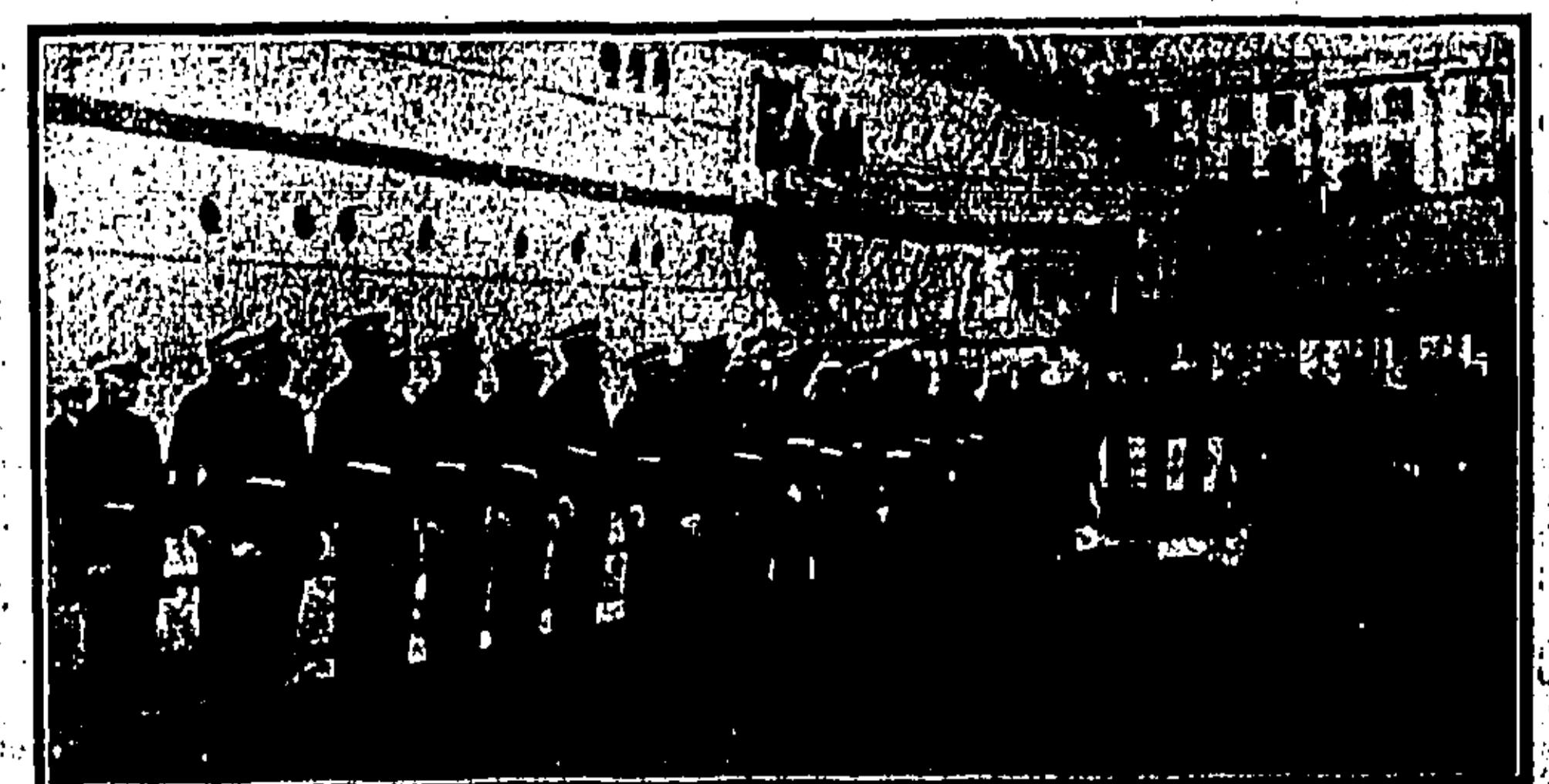


Photo shows the remains of Captain A. K. Schoop, Commander of the U.S. Naval Patrol in South China, who died at the Royal Naval Hospital, Hongkong, being taken aboard the U.S. President Jackson for shipment to America, where the interment will take place. (Photo: Mee Cheung).